

GRAIN DEALERS' JOURNAL

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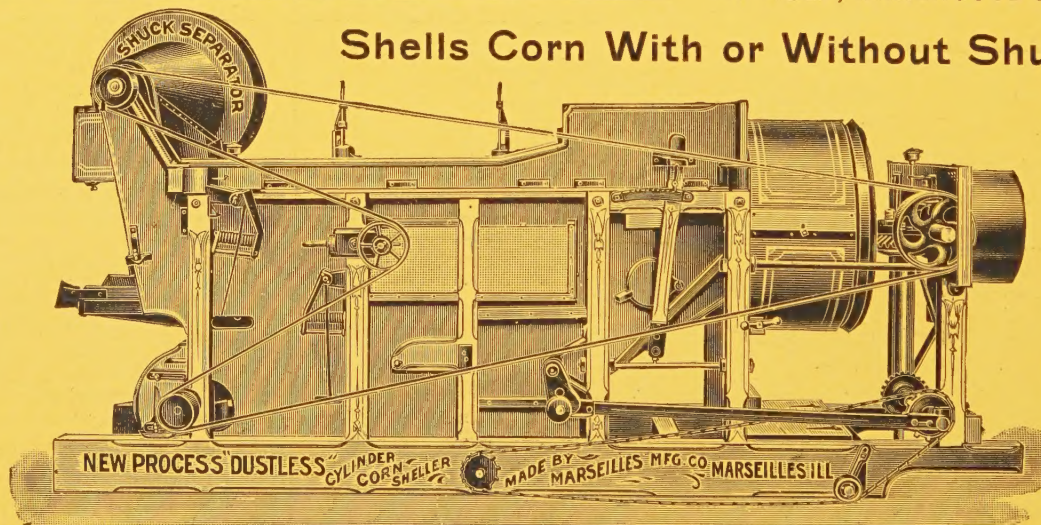
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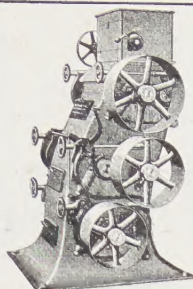
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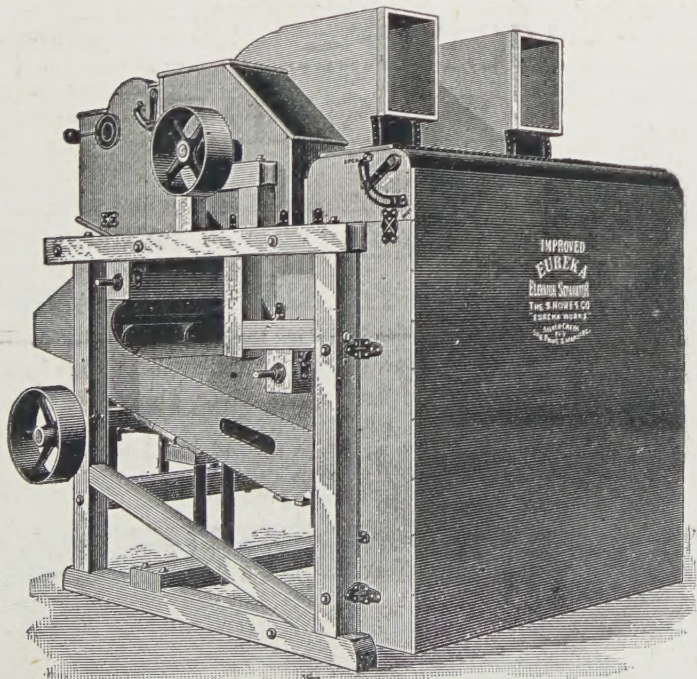
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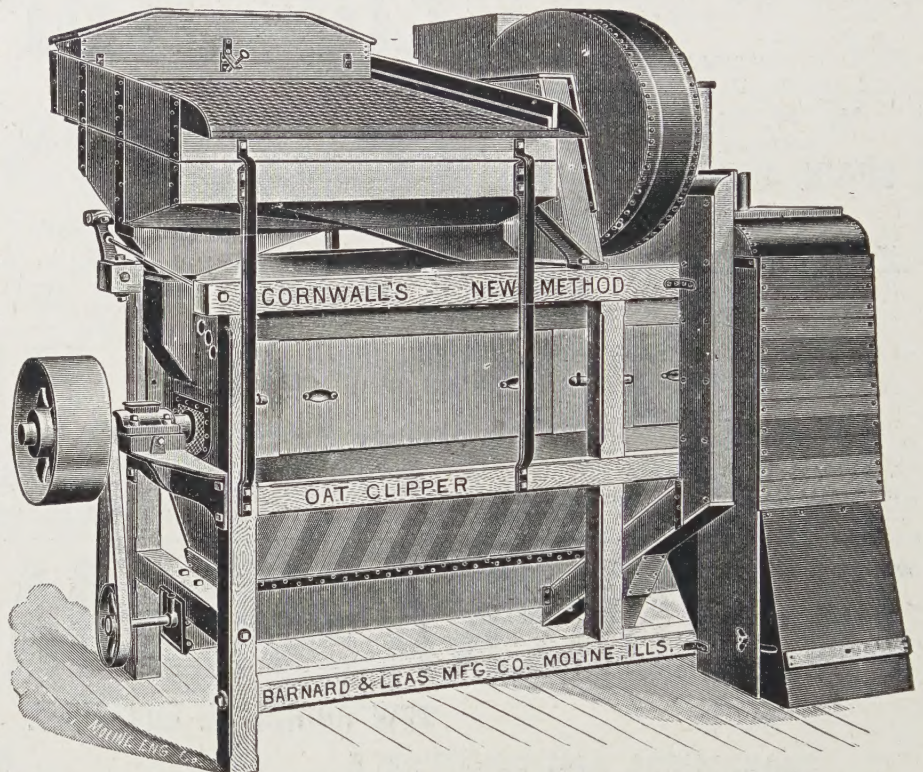
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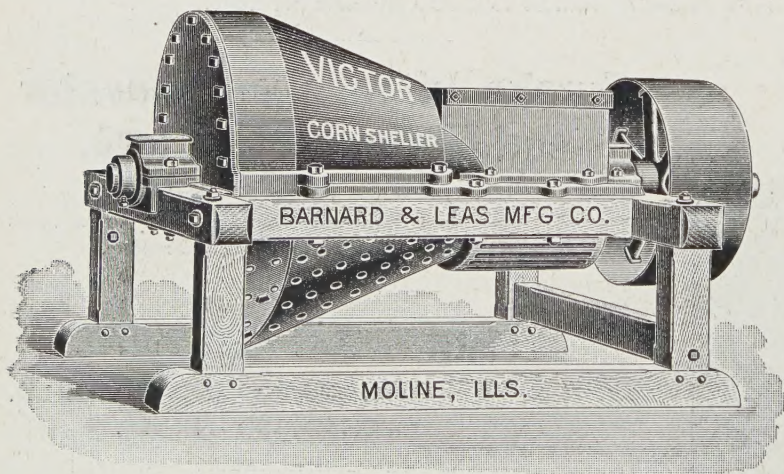
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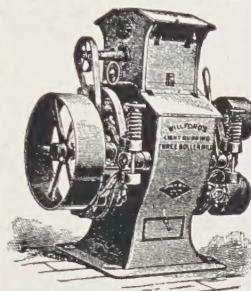
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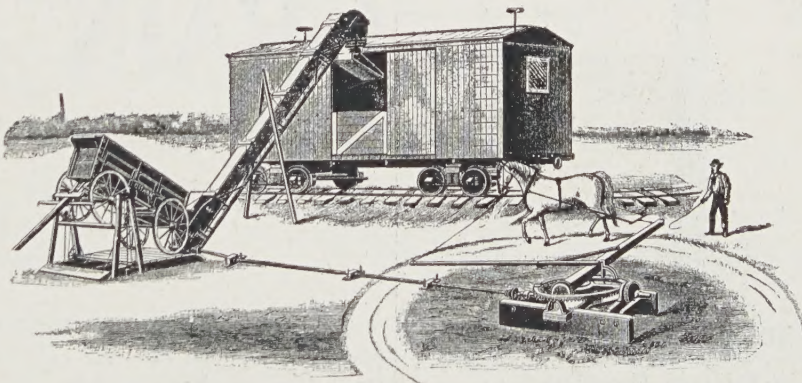


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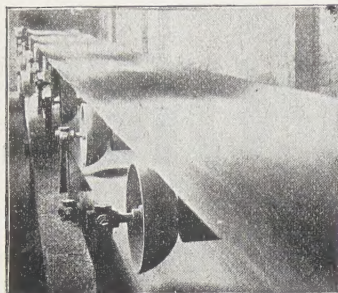
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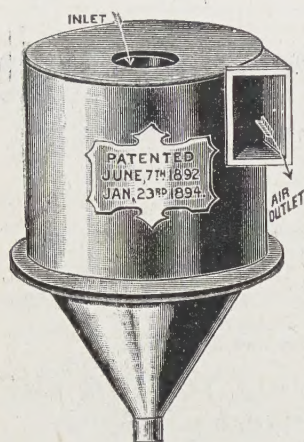
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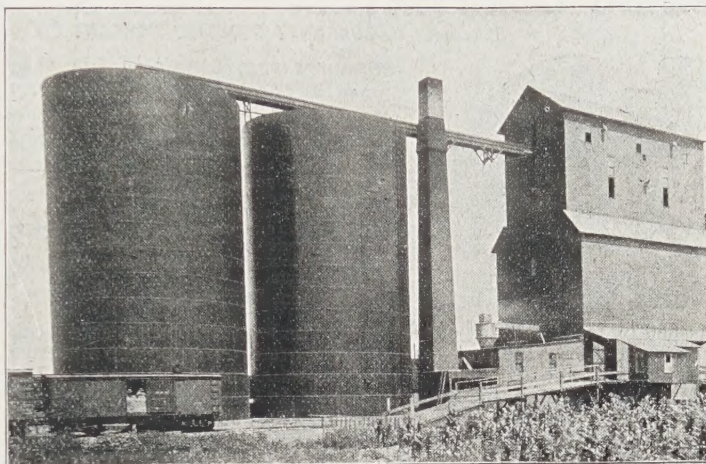
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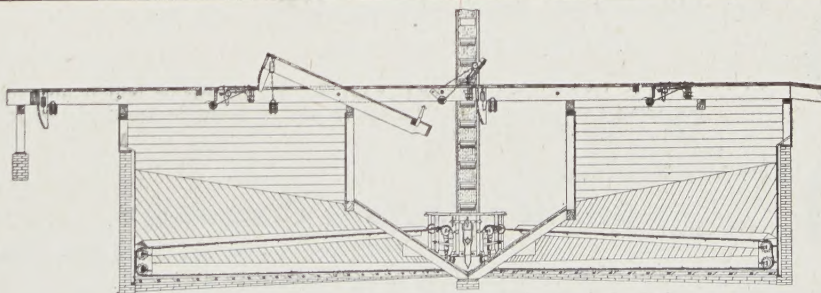
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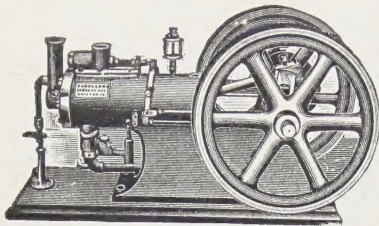
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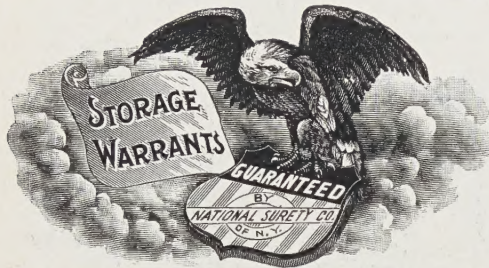
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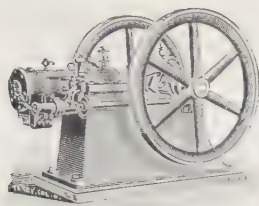
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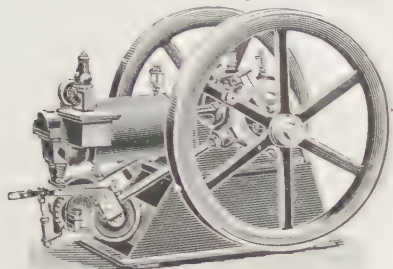
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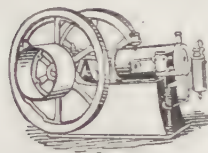
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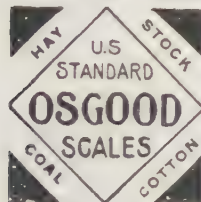
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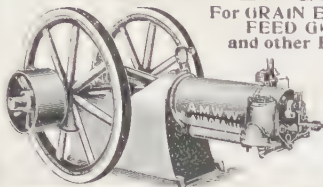
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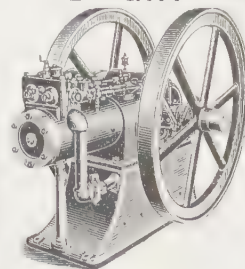
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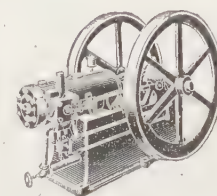
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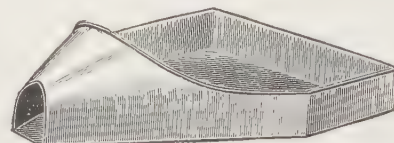
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La Rose Grain Co., La Rose, Ill.: We have sold our scale through our advertisement in the JOURNAL. Please discontinue it.

George Thomas, Kirkman, Ia.: Discontinue my advertisement. I have sold out. It pays to advertise in the JOURNAL. Send bill.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad., as we already have more replies than we can look after.

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25 years' experience. Best of references.

PATENTS GRANTED

Charles P. Blake, of Chester, Pa., has been granted letters patent No. 631,003 on a gas engine.

John H. Baker, of Spivey, Tenn., has been granted letters patent No. 631,946 on a pea and bean separator.

Robert G. Williams, of Stockton, Cal., has been granted letters patent No. 631,492 on a shake regulator for grain cleaners.

Thomas L. Sturtevant, of Quincy, and Thomas J. Sturtevant, of Framingham, Mass., have been granted letters patent No. 630,574 on a grinding mill. The principal feature of this grinding mill is a combination with a runner stone and its shaft or spindle, of a bed stone co-operating with the runner stone.

Allen C. Brandingham, of Toledo, O., has been granted letters patent No. 631,734 on a dust collector and assigned it to the Nordyke & Marmon Co., of Indianapolis, Ind. This dust collector consists of a casing divided into several chambers and a group of dust collecting tubes within each chamber.

John M. White, of Tobias, Neb., has been granted letters patent No. 631,351 on a weighing apparatus. This is the combination with a suitably supported tilting frame, of a drive shaft, a ratchet wheel revolving loosely upon the drive shaft, a pawl fixed to the shaft, a bin, a shifting bottom secured to the bin, a hopper held within the tilting frame, a shifting bottom secured to the hopper, a bar extending from the bin bottom secured to the drive shaft, a trip lever placed within the path of the pawl, a rod connecting the trip lever to the shifting bin bottom and a re-

leasing bar secured to the tilting frame adapted to actuate the trigger lever.

Levi Grill, of Cleveland, O., has been granted letters patent No. 631,298 on a rotary drier and assigned one-half to C. O. Bartlett & Co., of same place. This drier consists principally of the combination with a heating chamber of rotary drying chamber within the heating chamber. These drying chambers being segmental portions of a cylinder, open at either end and separated from each other by communicating radial passages for hot air.

John B. Cornwall, of Moline, Ill., has been granted letters patent No. 631,485 on an automatic shake feeder and assigned it to the Barnard & Leas Mfg. Co., of same place. This is the combination of a hopper, a vibrating feeder at the lower end of it, an automatically adjustable swinging valve opposite the vibrator, and a feed roller suspended from the valve, with a means for imparting motion to both the roller and the vibrator.

William J. EnEarl, of Denver, Colo., has been granted letters patent No. 631,625 on a grain dampener and assigned one-third of same to Erwin D. Hawley, of same place. This device for dampening grain consists principally of a spring counterbalanced hopper having a vertically extending slot in one side and adapted to receive the grain; with a water supply discharging into the grain and a valve in the water supply controlled by the weight of the grain in the hopper.

Sweden, which annually imports nearly one-half of the grain consumed, has no modern grain elevator, the unloading of a cargo requiring days.

DAVIS' GRAIN TABLES

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DAVIS' FLAX DOCKAGE TABLES

show at a glance the net amount of flax in any load of from 200 pounds to 4,000 pounds, and with from 2 per cent to 25 per cent dockage. They give the net amount at a glance. They are bound in tough manilla paper, and conveniently arranged. Their use will save much time and labor. Price, 50 cents.

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for wagon load lots. These tables are compiled for grain buyers, and show at a glance how many bushels of grain, weighing a certain number of pounds to the bushel, there are in a wagon load of grain. It can be used for grain at the following weights per bushel: 32, 35, 45, 48, 56, 60, 70, 72 and 75 pounds. These tables are well printed on strong manilla board, with heavy manilla cover. Price, 50 cents.

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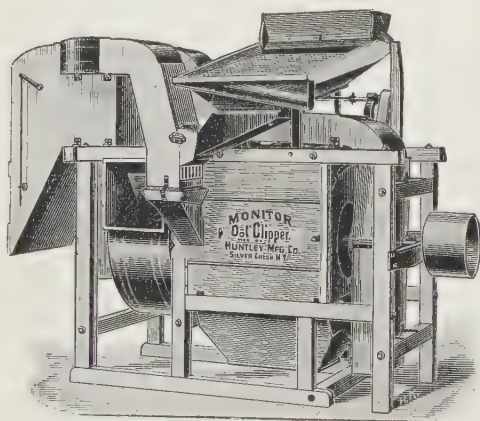
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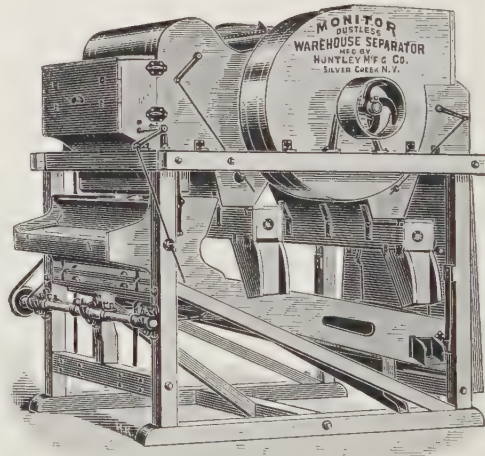
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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., SEPTEMBER 10, 1899.

Now who has a larger car of oats?

Look out for the tenant who has not paid his rent.

Shortages must always be expected when cars are not properly coopered.

There is no profit in fighting your competitor. Buy grain at a fair price or not at all.

Join your local association and help your local dealers to keep peace and fair profits in the trade.

Do not let farmers talk you into paying more for grain than you can afford. Bid what you can afford to pay and stick to it.

A forged bill of lading has not been used to swindle buyers for some time, yet that is no reason it will not be used again.

The shipper who depends upon wagon scales for the weight of grain shipped is not in a position to defend his claim of shortage. It pays to have modern weighing facilities.

If cleaning, clipping, drying, and mixing is a source of immense profit, at terminals, there is no reason why a fair profit could not be realized from the same work at shipping points.

If the fire insurance companies advance rates on terminal elevators, as expected, no doubt it will bring about the more extensive utilization of steel and cement bins in the construction of future storehouses.

The dealer who advances money to farmers on grain frequently is much chagrined by learning that the grain has been sold to a neighboring dealer, whose elevator is five to ten miles farther from the farm.

The Jumbo transfer car which was responsible for many shortages during the days of its use, is now to be found in but few places. Like the track scale,

experience proved that it was not suitable for correctly weighing grain

Patrons of this paper will confer a favor by sending cash, post office or express money order, the cost of which is merely nominal. In sending local checks, bear in mind, that it generally costs us from 10 to 25 cents to collect.

Cars should be swept before being removed from sinks of terminal elevators. All of the grain should be credited to shipper's account. Thieves masquerading as sweepers have no claim on the grain and should be kept out of the cars.

Check weight bureaus will be established at grain centers when shippers are sufficiently impressed with their necessity, by the shortages occurring, to warrant them in giving the different organizations the support needed to place the bureaus on a paying basis.

The annual meeting of the Grain Dealers' National Association will be held at Chicago, Oct. 18 and 19. The association has added many new members to its list during the past year and there is every reason to expect that its meeting this year will be the best ever held.

If country grain dealers would supply grain growers with good seed every year, it would result in better grain being brought to their elevators each year and make the farmers less susceptible to the swindling schemes of traveling sharks who claim to supply superior seed.

Ohio grain dealers have been invited to attend a meeting of the State Association, at Columbus, Sept. 19, for the purpose of enlarging the State Association and placing it upon a business basis. If the dealers of any State ever were in great need of the assistance of a strong association, surely those dealers live in Ohio at the present time.

Lack of acquaintance, unreasonable competition, jealousy, spitefulness, hatred and lack of confidence in the honesty of brother dealers are responsible for most of the local trouble. Get acquainted with your neighbors, be friendly, have and show confidence, then will the farmer be unable to induce you to pay more for grain than it is worth.

The Interstate Commerce Commission has rendered an opinion to the effect that railroad companies should not transport grain for foreigners at a less rate than they do for citizens. Admirable reasoning! What the trade wants is that the railroad shall not be permitted to discriminate between persons and places. It was long since decided that railroads should not do this; a commission was provided for the special purpose to see that they did not, and

to stop them when they did do it. The commission is becoming less useful daily.

Shippers of low-grade oats to Eastern markets, may realize a good profit from mixing clipper dust with the oats but not enough to off-set the extra fire hazard, resulting from storing clipper dust about an elevator. It would be far better, and no doubt more profitable, to burn the stuff and get it out of the way.

The plugged load when discovered is given the grade of the poorest grain found in the car. Often the inspector's ire is raised by the shipper's vain effort to deceive him and places the mixture in a lower grade, in order to teach that shipper a lesson. If you must mix, do it thoroughly and make the whole lot of uniform quality. If you do not possess a mixer, spout from each bin to your elevator boot and re-elevate before loading.

Will the automobiles, bicycles and motor cars displace chickens, cows and other consumers of feed supplies as well as the horse? Is the grain-growing farmer and the grain dealer to be forced out of the business by these tyrants? Will our elevators be used to store electric currents? If we have any readers who are prophets and have faith in their own opinion on this subject, we beg that they will come forth and let their voice be heard.

Queries in this, and recent numbers, for names of country shippers in Indiana and Illinois operating clippers would seem to emphasize the fact that the demand for clipped oats is growing rapidly and that eastern buyers prefer to buy from first hands. Can it be possible that the city clippers have mixed so much barley with their oats as to destroy their trade? If country shippers, who have clippers, will send us their names and clipping capacity we will appreciate it and it may result in benefit to them.

It seems that cleaners and mixers who are anxious to deliver "any old thing" as contract oats, after dispairing of succeeding in inducing the grain inspection department to reduce its rigid requirements for No. 2 oats, have made an attack in another quarter, and now hope to have the rules of Chicago Board of Trade changed, so as to permit 3 oats to be delivered on contracts. Track selling has discouraged many country shippers in cleaning oats, because they get no better price for 2 than for 3. If more of the track buyers would make bid for 2 oats, then would there be some object for shippers to keep their good oats separate and to improve the quality of the inferior ones. Bidding the same price for 3 or better will not result in

shippers carefully inspecting receipts or in their cleaning oats before shipping.

We would consider it a favor if our readers would notify us whether they prefer a long or short wagon scale. We would also like to have their reason in full for such preference, and to know what has been their experience. Some have very decided opinions on the subject, as will appear in the next number of *The Journal*. A Kansas buyer has found a new objection to the long scale. He claims that a hot horse will weigh more than a cool one and that if a team is hot when it comes in, it will weigh from 70 to 100 pounds more than after it is cooled off. There are a number of points to be considered in connection with long and short scales, which we hope different dealers who have had experience will cover in their letters.

The demand for reduction in fire hazard of grain elevators, together with the promised advance in insurance rates by stock companies, has resulted in many changes in the construction of new houses and in arrangement of old ones, which have materially reduced the fire hazard. However, it is recognized that there is still much room for improvement in the terminal elevator as a fire risk. The latest plan for accomplishing this is the construction of an elevator from fire-proof tiling together with steel, the same as has been used for years in the construction of the skyscrapers of large cities. There exist, however, well-founded doubts regarding the practicability of such a structure. The lateral strain to which grain storehouses are subjected does not seem to have been given due consideration. Something in this line of construction was attempted at Boston; in fact, tile and steel were used almost exclusively with the exception of the planking used in the construction of bins.

A car ventilator has been patented which is designed to prevent the heating of grain in cars. It is claimed to be absolutely rain and dirt proof, neither can cinders get in, yet the car is thoroughly ventilated. If the ventilator does one-half claimed for it, surely the grain carrier which equips its cars with them will become popular with grain shippers. The patentee has equipped several grain cars with his ventilators and quotes letters to show that the grade of corn has been raised by reason of its having been shipped in cars so equipped. It is claimed that the temperature of the ventilated car when running is reduced below that existing outside. We have no information regarding the work of the ventilator while car is standing but presume it would not

make conditions any worse. The temperature of all cars is lower when running than when standing.

The dry weather of the past month and a half does not seem to have resulted in many elevator fires, although passing locomotives threw out as many sparks as usual. In years gone by, so many elevator fires were traced directly to locomotive sparks that no grain man of experience now thinks of building an elevator without covering it with iron and tin. Some also have taken even greater precautions. They place heavy wire screens over their windows, to protect their glass panes from stones, as well as to keep out sparrows, pigeons and sparks. Barrels of water with buckets, and small fire extinguishers are also now placed at intervals about the elevators by the more cautious owners. They profit also by building power plants adjacent instead of inside of their elevators—not only in reduction of rate, but also by preventing the frequent interruption of their business to rebuild the tinder box.

A track buyer stamps the following across the face of Notice of Arrival which is sent to country shippers: "Discount subject to condition of corn being unchanged upon arrival at elevator." This condition could not be forced upon the shipper, unless it was also made one of the conditions of sale and sent with bid. Many shippers of corn have suffered heavy losses this season through unfair action of track buyers forcing them to accept settlement on the basis of reinspection made ten to twenty-five days after the first inspection. Any one with experience in the grain business would know that corn containing as much moisture as the crop of '98 would surely heat if kept in a close, hot car in railway yards, during wet, murky weather. Many shippers suffered heavy losses last spring, by having corn detained in yards at railway terminal, during germinating period. Others have suffered loss since by detention of new barley, oats and wheat an unreasonable time during the last six weeks. It seems that grain was placed in car before going through sweat and naturally it would spoil, if detained too long in a hot, close car. The attempt to establish the custom of discounting shipper's grain for any deterioration which may occur between time of first inspection and the time of arrival at buyer's elevator is most unreasonable and unfair. It is remarkable that any shippers should be so lacking in independence as to tolerate any such imposition, yet many cases have recently come to light, and it seems very likely that shipper's apparent dependence and abject helplessness is in a large majority of cases

responsible for the action of track buyers in trying to compel the shipper to guarantee grade shown by first inspection until buyer may see fit to unload grain into his elevator. Shippers must make a stand for their rights, else will they soon be forced into bankruptcy. The commercial exchanges should be petitioned to adopt rules requiring buyers to accept first inspection or else apply for reinspection within twenty-four hours after arrival. If grain deteriorates within this short period, then it is likely that the inspector first grading grain made an error. Nothing will put track selling at an end more quickly than attempts by track buyers to force unjust conditions upon shippers. The shippers who sell on track should be very careful not to accept any bids which require them to guarantee condition of grain until it arrives at buyer's elevator, which often is five to thirty days after day of first inspection. It will be far safer for them to accept bids in which buyers specify, "subject to weights and inspection upon arrival." The Chicago Board of Trade should not decline to make rule requiring track buyers to accept grain on first inspection, or apply for reinspection within twenty-four hours after first inspection, as it has been petitioned to do by the Grain Dealers' Union. The imposition is becoming too burdensome and country shippers lay all the blame upon Chicago market. Naturally all members of the trade suffer, because grain is sent to other markets where shippers' interests seem to receive fairer consideration. The Board cannot afford to hesitate a minute to adopt the rules asked for and to enforce them to the letter.

It is indeed gratifying to know that the dealers of at least one state thoroughly appreciate what their association is trying to do for them and are not backward in acknowledging benefits received. It is the regular grain dealers of Nebraska who are unanimous in their praise of the work done by their Association during the last year, and are free to acknowledge that the balance is on the right side of their ledger. We have had the pleasure of perusing letters containing sentences to the effect that "We have not had so prosperous a year nor made more money at any point in a long time than during the past year." Another says, "I have never before felt so willing to pay my dues as since figuring up my last year's business." The third writes: "We have made money during the past year at points where we never made it before." Such letters as these would encourage any hard-working secretary to enter into his work with a new zest and a pleasure heretofore unknown. It is the appreciation which begets profitable returns.

LETTERS FROM THE TRADE

[Regular grain dealers are invited to contribute letters on grain trade subjects, for publication in this department.]

WILL NOT SELL ON TRACK.

Grain Dealers Journal: I am all through with track bidders. There is nothing in their way of buying grain. I lose money every time I ship this way. Richard Bros., Indianola, Ia.

THESE CARS BEAT ALL.

Grain Dealers Journal: On Aug. 16 we had A. T. car No. 7,314 containing 2,682:16 bushels of oats, and on Aug. 18 we had A. T. car No. 7,331, which contained 2,788:14 bushels of oats. These cars arrived over the A. T. & S. F. R. R. James P. Smith & Co., Chicago, Ill.

THESE CARS ARE HEAVY.

Grain Dealers Journal: We have this day, August 28, received returns for two cars oats shipped to Chicago, which are larger than any recorded in the Journal so far. Car No. 7,359 A. T. & S. F., contained 2,497 bushels and 26 pounds, and car No. 7,381 A. T. & S. F., contained 2,496 bushels and 18 pounds. Tucker, Dodds & Co., Morton, Ill.

INSPECTION AT BUYER'S ELEVATOR.

Grain Dealers Journal: In my opinion the inspection of grain at the elevator of buyer, 5 to 30 days after arrival, is a proposition so amazingly unfair as to place it beyond the lines of controversy into the domain of piracy, and no rule of right dealing with which I am acquainted gives the buyer the right to plunder the seller by the deterioration of grain after inspection. J. S. Wilson, Hills Siding, Ia.

BIG CAR AT ST. LOUIS.

Grain Dealers Journal: We notice several interesting articles in the August issue of the Grain Dealers Journal, in reference to large cars of oats. We have just had in a bumper car, No. 51,228 Wabash, containing 69,830 pounds, 2,182:06 bushels. This, we believe, is one of the largest cars of oats ever received at St. Louis. This car was shipped by Thomas Cochrane of Lincoln, Neb. Wishing the Grain Dealers Journal, which we consider one of the most interesting that comes to our office, continued success, Leftwich-Fisher Grain Co., St. Louis, Mo.

SUFFERED BY REINSPECTION TEN DAYS LATER.

Grain Dealers Journal: We have suffered considerably from the practice of the buyers docking corn after it has been inspected in the regular way. In one instance we think ten days elapsed before we were informed that the corn had failed to grade on reaching the elevator. We had been under the impression that when the corn had been inspected and graded, that the buyers were bound to take it, but they are not. We trust something will be done to get justice done shippers. At present it is most unjust. The dockage charged by some firms when the corn does not come up to grade is also a most uncertain quantity and something might be done for shippers in that line. This season the dockage has varied from 1 cent to

8 and 9 cents per bushel, which we know was excessive, but could get no redress. We earnestly hope restrictions will be put on the buyers. Jno. Hardie & Co., Graettinger, Iowa.

HEAVY CARS OF CORN AND WHEAT.

Grain Dealers Journal: In the Journal of Aug. 25 I see a statement of some big carloads of grain from R. M. Woodard of Plano, Tex., asking if anyone has done better. I loaded, June 19, car No. 59,060, C., M. & St. P., with 76,650 pounds or 1,277:30 bushels of bulk wheat. I also loaded 29 cars of bulk shelled corn to California in December, average per car, 65,385 or 1,167:06 bushels, or in the 29 cars, 33,848:52. The 29 were all U. P. cars of 60,000 pounds capacity. S. MacMurray, Agt., Omaha Elevator Co., Wood River, Neb.

BUYER'S DUTY TO CARE FOR GRAIN.

Grain Dealers Journal: According to our way of looking at it, there is but one side to the question: After the grain has arrived and been officially inspected, the shipper should not be called upon to assume the danger of deterioration by delay, over which he has no control. It is the buyer's duty to take care of the grain after it has been inspected, and why any one should ask for such an unreasonable concession is something we cannot understand. We beg to state that none of the dealers, with whom we have had any business relations, have made any stipulation of this character and we don't think that any reliable house should ask for it. D. Rothschild Grain Co., Davenport, Iowa.

MUST ACCEPT FIRST GRADING.

Grain Dealers Journal: I cannot see any good reason why the Chicago Board of Trade should hesitate to adopt a rule requiring track bidders to accept grain on first inspection, unless reinspection be had within twenty-four hours after first inspection. After all, the only need, in my mind, of such a rule would be to expedite and save cost in such settlements, for a lowering of the grade in ten and twenty days after first notice of inspection where such a provision is not stated in the bid, would not be sustained by the courts. The track bidder is not a necessity to the grain trade. He has pushed himself to the front and he is here. So far as I am concerned, it is all right, but he should be compelled to live up to his contracts. D. B. Downey, Allison, Iowa.

SHIPPER NOT RESPONSIBLE FOR DELAY IN UNLOADING.

Grain Dealers Journal: I can see no argument in favor of any elevator discounting grain after 't had arrived over 24 hours. If such rules were adopted the country dealer might as well close up his office. Take for instance oats or any new grain being shipped. Under reasonable conditions this grain should arrive before going into the sweat, but if allowed to stand around an indefinite time until it had begun to sweat, the inspector will pass it no grade, as in the case of three cars of barley I shipped a short time ago. Same was in good condition when it left, but stood around until it commenced to sweat and of course I was gone. I would judge one inspection was enough for

us to stand and that when car arrives it is not the fault of shipper the car is not unloaded promptly. We have enough troubles of our own, without adding other people's burdens. The White Man's Burdens are a small matter in comparison. I enter a strong protest against such reinspection. A. R. Mead, Linden, Ia.

CHICAGO EXPERIENCE NOT SATISFACTORY.

Grain Dealers Journal: Our experience has not been satisfactory on what little grain we have shipped to Chicago. Being on the Iowa Central, as we are, Peoria is our best market. We ship to Peoria when Chicago is the best market on the account of the way we are used in Chicago. I know of a good many other shippers who do the same. Chicago is not getting her share of the grain on the account of the way the shippers are treated in the way their grain is inspected. W. Russell & Son, Liscomb, Iowa.

HAS LOST FAITH IN INSPECTION.

Grain Dealers Journal: Relative to reinspection of grain at elevators after having been in cars an indefinite number of days, will say that as I understand grain takes grade of poorest quality in cars. All know that a great many cars have leaky roofs and sides that are hard to detect except in a rain or immediately after. I load a car of grain in a car which to all appearances is free from water leakage, car goes to Chicago, gets wet inside in one or more places after first inspection, stands in car two or three weeks, what will be the result? Very likely one or more places in car will have damp grain and perhaps be heating. Who should bear this damage? Personally, I have but little faith in the fairness of inspection anyway. I recall having shipped on track sale to Merritt & Co. 5,000 bushels of corn in which color was a specification. Not a car as I remember graded yellow. At about the same time I shipped something like 20,000 bushels, several cars of which graded yellow. And I know I had shipped my best color to Merritt & Co. Another instance was in shipping two cars of 60,000 and 30,000 pounds capacity of corn grown by the same man, shelled at one time and loaded by itself free from contact with any other corn. The big car graded No. 2, 1/2c discount; the little one No. 2 yellow contract. Both should have graded No. 2 yellow, for both color and quality were there. Again it is my experience, when track selling, that grades are satisfactory on a higher market than the selling price, and uniformly off-grades when market is lower than selling price. It may be simply matters of coincidence but I have suspicion supported by facts that make me believe grain is lowered in grade for a material consideration. Furthermore I get better grades and smaller discounts on off grades when consigned than when track sold, e. g., in August I shipped car No. 6836 R. I. on track sale; they report no grade applied on contract, and 2 cents off. Another writes me that in no instance have they had to discount no grade oats more than 1/2c below No. 3 white. Comment further would seem superfluous. Ben Wells, Menlo, Ia.

COUNTRY ELEVATORS.

By W. L. B.

Wind power, although very uncertain, has the advantage of great economy; first, because wind is cheap, when there is any, and secondly, because it does not require the assistance of an engineer or fireman as in the case of the steam engine.

We sometimes see wind wheels used to furnish the power for country elevators. When one is used the wheel should be large and the elevators should be arranged with large storage sinks in the basement, into which the grain may be deposited during the time the wind is not sufficiently strong to furnish the power necessary to clean and elevate it to the storage bins.

Where it is not desired to clean the grain upon receiving, the use of large receiving sinks in which the grain may be stored during the time there is not sufficient wind overcomes perhaps the

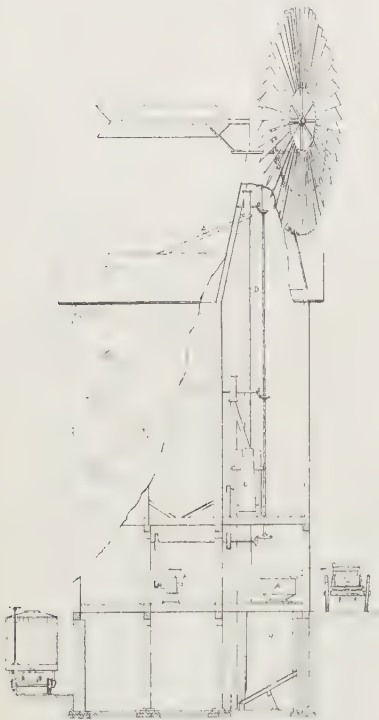


Fig. 1.

only serious objection to its use for small elevators.

An elevator of this kind was formerly operated at Rolfe, Iowa, to which was added a small grinding mill for feed. Fig. 1 gives an elevator operated by a wind wheel. A is the hopper scale used for receiving the grain. B a large sink in the basement. C the cleaner. D the lofting elevator which discharges the grain through the spout, E, into the storage bins. F is a grinding mill. The wheel tower which is built on top of and connected to the building forms the cupola into which the lofting elevator extends, and the horizontal shafts which drive the elevators and cleaners are connected to the upright shaft leading from wheel, thus forming very simple and inexpensive power connections.

Illustrations 2, 3 and 4 show a 30,000 bushel elevator intended for wheat alone. The grain is first received into the chute at A, Fig. 2, which discharges it into the first elevator, which

in turn deposits it on to the cleaner, B, from which it goes to the second elevator, and is discharged into a bin over the hopper scale. After weighing it is dumped into a sink in the base-

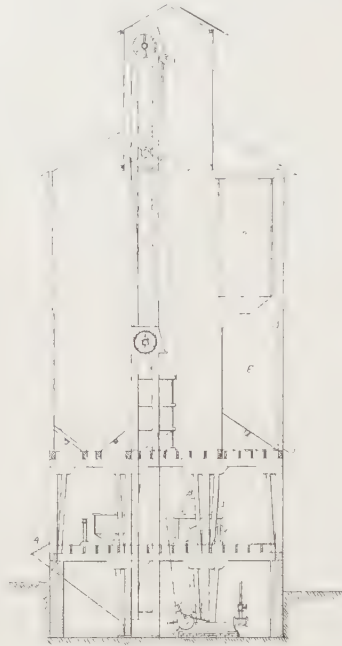


Fig. 2.

ment, and is elevated by means of the lofting elevator into the storage bins above. This elevator extends high enough into the cupola to discharge into the several bins by means of the turn head, C, which is arranged to be operated from the working floor. By this arrangement of cleaner and scale on first or working floor the amount of help is reduced to minimum. The large hopper scale, D, is arranged with beam on working floor, and E is the shipping bin.

This elevator will be about 30x42 feet, basement say 10 feet, first story 10 or 12 feet, and the bins about 36 feet high. The capacity of the elevators should not be less than 600 bushels per hour.



Fig. 3.

The engine may be in the basement, with shed for boiler room at one end, as shown in Fig. 3. The arrangement of bins is shown in Fig. 4; if made of cribbed work they should be of 2x8

stuff for the first 12 feet, then of 2x6, and finishing up with 2x4. The main posts should be about 12x12, and the girders will also be 12x12.

BOOKS RECEIVED.

FLAX SEED PERCENTAGE TABLES is the title of a set of tables received from The Albert Dickinson Co., Chicago. These tables are sent to the friends and customers of this company gratis and are of great value to all engaged in the handling or shipping of flax seed. These tables show the net bushels and pounds after making deductions for impurities at $\frac{1}{2}$ per cent to 16 per cent inclusive, and require but a single addition for the largest carload. A few pages in the rear of the book are devoted to small tables and information regarding the inspection and grading of flax seed. These tables are the most complete of their kind and will be highly prized by the recipients.

THE HESSIAN FLY in Great Britain in 1887 is the title of a 56-page pamphlet by Eleanor A. Ormerod, F. R., Met. Soc. It is mainly reports of British observa-

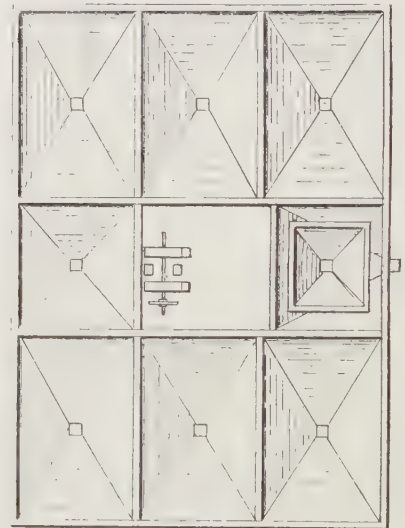


Fig. 4.

tions with illustrations from life and some means of prevention and remedy. It also contains the life history of the Hessian Fly and several pages are devoted to parasites which prey upon the insect. It is published by Simpkin, Marshall, Hamilton, Kent & Co., Stationers Hall Court, London. Price 6d.

HAVE ADDED NEW FEED MILLS.

Charles Kaestner & Co. have recently shipped the Kaestner patented portable grist and feed mills to the following parties: C. J. Bjorklund Co., New Albion, Ia.; Dubuque Turbine & Roller Mill Co., Dubuque, Ia.; M. Bernatz, West Union, Ia.; Fort Scott Hydraulic Cement Co., Fort Scott, Kan.; N. C. Foster Lumber Co., Fairchild, Wis., and J. C. Scott, Stillman Valley, Ill., each a 30-in. mill; to James & Conkey, Arlington, Ia.; L. Meyer, Joliet, Ill.; Koch & Son, Mt. Vernon, Wis.; and F. W. Patrick, Marengo, Ill., each a 25-in. mill; McAllister Milling Co., Peterborough, Ont., a 20-in. mill; Riverside Rolled Oats Co., Riverside, Ia.; H. B. Hunt, Hanover, Ill.; B. F. Gump, Chicago, and Dorr Butter & Cheese Co., Woodstock, Ill., each a 16-in. mill.

SEEDS.

Seed dealers and shippers will confer a favor by sending us seed items for this column.

The clover crop of France is said to be ruined. Will the high tariff keep out American seed?

Do not use a whitewash brush to mark your seed bags, a stencil is cheaper and its mark is neater and more attractive.

W. H. Small & Co., Evansville, Ind.: Clover seed in this vicinity promises to yield fairly well, but very irregular in quality.

Southworth & Co., Toledo, have issued "A Few Words About Seed," in which they say they are going to give the seed business special attention.

Bird seed, even, has been touched by the tide of advancing prices, and is 50 per cent higher, with a strong tone. Bird seed comprises canary, hemp, rape and millet seeds; all are higher owing to the scarcity in Russia, Turkey and Sicily, where they are largely grown.

Much of the seed arriving at Toledo is of poor quality. Zahm & Co. say: The quality of the receipts and the samples we are getting, continue poor. There have been two or three small lots of seed received here that graded new prime, and also some that graded No. 2 and can be made into prime, but the amount is very small.

W. H. Small & Co. have issued a folder relating to seeds in which they state that Evansville is the largest primary seed market in Indiana. We have two large warehouses thoroughly equipped with the most modern machinery for cleaning clover, timothy, red top, orchard grass and blue grass. All our seeds are bulked and hence are strictly uniform in quality. We make a specialty of the highest grades of seeds. They are the cheapest in the end.

The movement of timothy seed at Chicago last year was very large in August and September. In July receipts were 172,850, shipments 465,480 pounds; in August, receipts 15,237,565, shipments 6,923,316 pounds, and in September, receipts, 18,360,504, shipments 12,579,851 pounds. The receipts of clover seed during July, August and September, 1898, were 192,558, 459,540 and 373,460 pounds, respectively; the shipments 10,642, 233,231 and 572,350 pounds.

Clover seed is all handled by the bushel here of 60 pounds. Some shippers have an idea it is sold for so much per hundred pounds, but it is not. The bags are sold with the seed, 14c being allowed for American and 16c for Stark. Other brands at market prices. Mr. Wallace, the seed inspector, taps every bag of seed in several places. Where the seed grades below prime he furnishes an average sample, and that is what we sell by.—Zahm's Circular, Toledo.

C. A. King & Co., Toledo, say the clover seed crop will be short again this season. Mammoth is turning out very short and of a poor quality. Medium is generally a much larger crop than the mammoth. It is threshed later and now promises to be below an average crop. Some sections expect a good yield and quality. Prime, the speculative grade, promises to be rather scarce. There is a little shortage here on futures, but it is much less than a year ago. Stocks of old seed are

somewhat smaller than a year ago, but fully an average. Not much is known about crops abroad yet, or the probable demand from there.

Railroad men allege that shippers of clover seed to the Toledo market are using the cars and freight houses of the Toledo roads as warehouses for the storage of clover seed. The delay incident to inspection is prolonged until the owners are ready to reship to other points. While thus held on track the railways are liable for damages on seed which should be in the possession of

and No. 2, will bring more than seed from the crop of '98, and the latter will bring more than seed from the crop of '97. Always keep your poor seed separate from the good. In all cases clean it if you have a cleaner. Use good bags, American or Starks. Never use a cheap bag, because it might burst. Sew the ends carefully, and stencil your initial on the end where the bag is sewed. By stenciling all the bags it prevents mix-ups and helps the inspector. Some shippers paint their names all over the bags, but they generally



G. W. McNear, San Francisco, Cal.

consignee. Steps are being taken to form an agreement to force shippers to store clover seed in elevators.

Toledo grades of clover seed, as given by C. A. King & Co., are: Choice or Fancy Clover Seed.—To be bright in color, dry, sound, plump, well cleaned and almost free from foreign seed. Prime Clover Seed.—To be dry, reasonably clean and only slightly mixed with foreign seed. No. 2 Clover Seed.—To be merchantable clover seed, but too badly mixed with dirt, brown or foreign seed, or in other respects not good enough for prime. Rejected Clover Seed.—To include all seed damp or damaged, very dirty or so badly mixed with foreign seed as to render it unmerchantable. Alsike and Timothy Seed.—Graded by above rules. Buckhorn seed is so designated.

We want to make a few suggestions, and hope they will be received in the same spirit as given. Shippers had better keep their old clover seed separate from the new. Chances are the farmer will mix his seed, and if it is not of a bright color you better buy it on a basis of old. '99 seed, both Prime

pay for it, as the bags do not then bring full value.—Zahm's Circular.

G. W. McNEAR.

George W. McNear, who was recently elected President of the San Francisco Produce Exchange, is one of the foremost grain merchants of the Pacific coast and conducts the largest export business of any merchant of the Pacific states. Besides the extensive grain warehouse at Port Costa and Vallejo, he owns several flour mills, a beet sugar factory and is interested in banks, marine and fire insurance companies.

Mr. McNear has been identified with the trade of San Francisco for nearly forty years. He was the first to recognize the advantages of building wharfs and grain warehouses at Port Costa, and since his first investment there many additional warehouses, docks and factories have been built. It has become the great freight clearing house of San Francisco; there ship, barge, steamboat and cars unload and load.

Mr. McNear has long been a prominent factor in the grain trade of the

coast and has figured in several squeezes in the grain market. His Liverpool office is in charge of John A. McNear.

HAY TRADE ECHOES.

[From a paper by G. S. Blakeslee of Chicago, read at the Annual Meeting of National Hay Association.]

The real pioneer in the hay business in Chicago was C. S. Dole, formerly of the Armour Dole Elevator and of J. H. Dole & Co. In the 40's he was a young and energetic man and found hay very scarce in Chicago. He went out among the farmers and found plenty of hay in stacks and conceived the idea of sending it to Chicago. Presses there were unknown, so he built some boxes and tramped in all he could, then tied it up, and shipped it by water to Chicago. He did quite a business, but this system would work only in cases of great scarcity.

In 1870 a party came to Momence, which was then the end of the C. & E. I. Ry., with a queer kind of a one-horse press and commenced buying for Chicago. His methods were slow and expensive, but netted a profit of \$3 to \$4 per ton. This set me to work as a hay seed; I have followed its ups and downs ever since. I have shipped hay to New York and New England when the freight was \$13 and \$14 per ton, and remember one case where I paid \$13 a ton freight and cleared \$100 on one car. Another case I bought a lot of hay for a party in Mobile. When the hay arrived it was said to be hot and refused on the contract and the shippers lost all the hay, and then were forced to pay the Mobile fellows some three dollars per ton besides to compensate the supposed loss in profits.

I have in mind a small fraud, which I unknowingly practiced on some Baltimore consumer. I complained because my men did not press the big bales heavy enough, so they wanted to show me what they could do, and put inside the hay a big stone which weighed fully 75 pounds. I have often hoped that the man who bought that bale was even-tempered and not profane, and if he will ever make himself known, I will do the square thing with him.

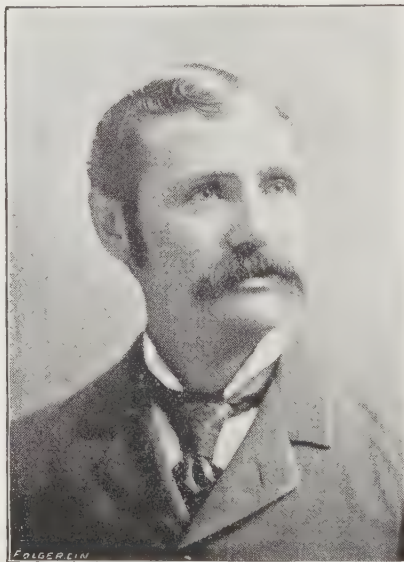
The hay business in the west gathered into its arms some of the most ignorant and dishonest men to be found, and in some cases those who had neither reputation, money, or that scarce article known as common honesty. This class would buy a press on time, get a car to load, and in some cases get the agent to issue a receipt, then make a draft on a commission merchant, get the cash and then be able to pay the farmer and complete the loading of the car.

One of the other curses to the trade was the dishonest commission merchant. A new firm would start in equipped with neither money, honesty, nor an established trade, but well equipped with "bait for suckers," would send out quotations \$2 to \$3 a ton above all others and get a large list of shipments, and cut the foolish shippers from \$2 to \$4 per ton.

France's wheat crop this year will be slightly inferior to that of last year, reports United States Commercial Agent W. P. Atwell of Roubaix. With favorable weather for harvesting the production is estimated at 368,940,000 bushels. The reserve on hand from the last harvest is 34,000,000 to 42,000,000 bushels.

F. F. COLLINS.

The National Hay Association was formed at Cleveland, O., in January, 1898, one of its charter members being F. F. Collins, of Cincinnati. Since the organization of the association Mr. Collins has been an ardent supporter of it and taken an active interest in its work and advancement. At the first meeting of the association Mr. Collins was appointed a member of the Transportation Committee; at the third annual meeting, held in St. Louis in 1896, he was elected to the directory and in 1897, at Pittsburg, he was elected secretary and treasurer, to which office he has been re-elected at each annual meeting since. At the annual meeting of the association, held recently in Detroit, by a unanimous vote, his name was placed on the list of honorary members, for faithful services rendered in helping to increase the membership of the organization. And to further show its appreciation of his services the association voted him a salary for the ensuing year, the work heretofore having been done by him gratuitously.



F. F. Collins, Cincinnati.

Mr. Collins was born and raised in Cincinnati and has always made that city his home. All his life has been spent in the hay and grain business, having started out in this line in 1877. For eleven years he was connected in various capacities with several of the leading firms of Cincinnati. In 1888 he formed a copartnership with an older brother, which firm is now known as Collins & Co.

Mr. Collins is wide awake, energetic, full of push and possesses unusual executive ability. This was clearly shown at the recent meeting of the National Hay Association by the manner in which the members were brought together and the business transacted.

The next annual meeting of the association will be held at Baltimore, Md., during August, 1900. Mr. Collins is now hard at work doing his best to secure a larger attendance next year and to carry out the pledge made to the president, namely, to increase the membership of the association to 1,000.

Mr. Collins is a hale fellow well met and makes friends with all. He has a faculty of saying the right thing at the right time, and as secretary and treasurer of the National Hay Association

is surely the right man in the right place.

ANNUAL MEETING GRAIN DEALERS NATIONAL ASSOCIATION.

The annual meeting of the Grain Dealers' National Association will be held in Chicago Wednesday and Thursday, Oct. 18 and 19. The program has not yet been completed, but a number of interesting papers and addresses are promised.

A banquet will be held in one of the leading hotels on Wednesday evening.

The state, local and district associations as well as the commercial exchanges will be invited to send delegations.

Judging from the number who have already expressed their intention to be present the attendance will be the best the Association has had at any meeting. The membership has been materially increased during the last year and others will join before the meeting.

COBS.

Attend annual meeting of Grain Dealers' National Association at Chicago October 18 and 19.

Chas D. Snow & Co., in their circular of August 26, say: Brokers have this week been bidding $\frac{1}{2}$ cent per bushel, cash in hand, for calls on May wheat at \$1 per bushel, good to May 1, without finding a seller.

The London Lancet states that several serious hail storms in Italy have been averted by a vigorous cannonade of the clouds. If true, this information should be valuable to our western wheat growers. Get a gun, try it.

Instead of shipping cattle to the cornfields a western writer proposes to ship the corn to the grazing country. With the abolition of feeding in transit rates on live stock it is less profitable to stop the cattle on the way. The effect on the feeding industry is problematical; but the result to the grain trade will be that much more corn will of necessity be shipped over the railroads of the west.

"New York Under Tammany Rule" is the title of an informing article which Frank Moss, counsel for the Mazet Investigating Committee, has written for The Saturday Evening Post, of Philadelphia. After summarizing the notorious methods of Tammany rule, whereby the leaders enrich themselves at the expense of the taxpayer, and run the city of New York as "wide-open" as any western mining town, Mr. Moss accounts for the helplessness of the law-abiding majority and suggests a means for the overthrow of the Crocker regime.

The hot and dry weather of the last few weeks has no doubt done a great deal of damage to the late corn. The early planted was helped by the dry weather, hastening it to maturity and out of the way of frost, but the bulk of the crop this year was planted late, and the Government report, which will be published on the 10th inst., will no doubt reduce the average condition of the growing crop. Another important factor is that the continued dry weather has almost ruined fall pasturage, and it will mean that much more corn will have to be fed and earlier than usual. Ware & Leland, Chicago.

VARIETIES OF MILLET.

Few Americans know that millet is one of the principal foods of man. Even the "corn-fed" philosopher is probably ignorant of the fact, for fact it is, that millet feeds one-third of the inhabitants of the globe. Between 35,000,000 and 40,000,000 acres of millet are grown annually in India, and Japan alone uses about 35,000,000 bushels of seed each year for human food. Corea, China and other Asiatic countries also consume enormous quantities.

Foxtail millet originated in the Far East, where thousands of years ago it grew wild in China, Japan and the Indian archipelago. Thence its cultivation spread to the west through Russia and Austria. Seed of this species has been found in such abundance in the remains of the lake dwellings of Switzerland as to indicate that it was in common use during the stone age in central and southern Europe. Long before the Christian era, at least as early as 2700 B. C., it formed one of the chief foods in China.

In India millet is regarded as nutritious and digestible, but in some places is considered to be rather heating. It is usually prepared by parching or boiling, and is eaten alone or may be mixed with milk and sugar, forming a mixture known among the natives as "sir." Another method is to grind the seed and make it into a paste to be eaten with milk.

In the United States the people are meat and wheat eaters, millet is only sparingly grown, and only as food for cattle. The leading millet-growing states are Iowa, Missouri, Kansas, Texas, Nebraska, the Dakotas, Minnesota, Illinois and Tennessee. Different varieties of millet have become popular in different sections of the Union. German millet, fig. 3 in the engraving, also known as southern millet, American millet, golden millet, mammoth millet, Bengal grass and Dakota millet, has been in general cultivation in the South since the early seventies.

Golden wonder millet originated in Minnesota in 1884 and is most extensively cultivated in the states along the upper Mississippi and lower Missouri Valleys. Much of the seed sold under this title is untrue to name. The heads of this variety, fig. 4, are very large, 6 to 14 inches long.

Hungarian millet, fig. 5, also known as Hungarian honey and Hungarian grass, was in cultivation in the United States as early as 1830; but did not gain much prominence as a forage crop until about 1855, or a couple of years after the seed was introduced from France and distributed by the Patent Office. In Iowa it won favor at once, as a valuable crop on recently broken land.

Japanese foxtail millet is shown in fig. 6. Under this name several different kinds are being grown in various parts of the country. As a rule, these Japanese millets are comparatively large forms, giving heavy yields of seed or forage under favorable conditions, but with little ability to withstand drought.

Common millet, fig. 1, also known as small millet (Texas), Californian millet (Salzer, Vilmorin), Dakota millet (by some seedsmen), Missouri millet and American millet, is the most widely cultivated of the foxtail millets in this country. It is the hardiest of the commonly grown varieties, enduring drought the best and giving better re-

turns on poor soils. By most feeders the hay from this variety is preferred to that from others on account of its finer quality.

Early harvest millet, fig. 2, is really nothing but a slight variation of com-

fed to swine and young cattle with very satisfactory results, and is regarded as an excellent substitute for corn in preparing animals for market. The name "hog millet" so commonly applied in the west and northwest, was given be-



Illustrations from article on Millets, by T. A. Williams, Asst. Div. of Agrostology, Dept. of Agriculture.

mon millet, although considered by some a distinct variety because of its earliness and short, compact heads.

In harvesting millet for seed the best way is to cut with a self-binder, place the bundles "two and two" in long, narrow shocks, with the long diameter north and south, let stand until dry and thrash from the shock. The best time is when the seed is in a "stiff dough."

The seed of broom-corn millet has won greater favor in this country as a food for stock than that of either the foxtail or barnyard millets. It has been

cause the seed was thought to be so well adapted for feeding hogs. The broom-corn millets are better adapted for human food than any other millets grown in this country.

For the engraving we are indebted to the U. S. Department of Agriculture and for the facts to the Department's monograph on millets by Thomas A. Williams, Asst. in Div. of Agrostology.

Ten acres near Newton, Kan., have been leased by the United States government for experiments with 300 varieties of foreign wheats.

ASKED AND ANSWERED

GRAIN DEALERS WHO USE OAT CLIPPERS.

Botts & Levering, commission merchants of Baltimore, Md., want the names of several firms in Indiana and Illinois who operate oat clippers.

PLANS WANTED.

Where can I get plans for a small elevator? I will build such a house here and would like the names of parties who will supply plans. Raymond P. Lipe, Bryan, O.

TO ESTIMATE CORN IN CRIB.

Kansas Dealer: How can I calculate the number of bushels of shelled corn I will get out of a crib full of ears? Assuming that two cubic feet of good dry corn in the ear will make one bushel of shelled corn, find the contents of the crib in cubic feet and divide by 2. The result will be the number of bushels of shelled corn in the crib. When the sides are flaring, multiply half the sum of the top and bottom width, by the perpendicular height and the length, to find the cubic contents.

WANTS LOANS ON STORED GRAIN.

Western Grain Dealer: We are operating country grain stations and it takes a large amount of cash to keep them all going in good shape, so it takes all our capital constantly on the move. We have several good storage warehouses which we like to fill with grain seed every year, which generally pays us a good profit on the investment, and never yet have we failed to make a profit on this deal. On account of operating an increased number of country stations, also an additional elevator this season, we will not have money to spare out of our business to put into this to hold until spring, and we have been looking around to find a deal similar to that advertised in the Journal by the Guaranty Storage Warehouse Co. We wrote these parties, and received answer saying they could not do business of this sort in Kansas, as the laws were not favorable. We do not know of any other similar company, which can or will do business with us in Kansas, and wish information along this line. The investment would be absolutely safe because we would keep the stuff fully insured in favor of the guarantor. We also find it convenient and profitable to hold in our elevator here for ten or twenty days a large amount of wheat, which ties up considerable cash, and as the law limits our bank in the amount it can loan us to about \$6,000, we are unable to get what we want from our home bank. We would be glad to have information which will help us out on this proposition.

The London Corn Trade Association is now prepared at its discretion to investigate complaints of quality and of condition in grain sold on certificate and certificated in America and Canada, but in case the executive committee should be of opinion that the complaint is not well founded, the party making the complaint shall pay all expenses.

GRAIN DEALERS ORGANIZATIONS.

The growth of association work in the grain trade since the organization of the National Association three years ago has been remarkable. At that time the trade had but one association which was doing any effective work—the Illinois State Association. Since then nearly a score of associations have been started as the result of the agitation preceding and immediately following the organization of the National. The dealers have received so many benefits from their associations that they would not now do without organization. The few croakers who think they have received no benefit would be no better satisfied, even were the officers to spend all time at their stations investigating their personal troubles and difficulties.

The Nebraska association which is made up of sixteen district associations has been most successful in effective work. Its plan of organization proved so much better than anything evolved before that it was quickly adopted by the Kansas association, which also has been remarkably successful. By the establishment and maintenance of its check weight bureau at Kansas City the Kansas association has stopped many leaks and rendered an invaluable service to the entire trade.

Profiting by the experience of these associations the Illinois association has adopted their plan of organizing local divisions and no doubt will increase its strength and influence. The officers of the existing associations, with the exception of a few local associations, are given below:

Central Ohio Grain Dealers Association: President, E. M. Fullington, Marysville; vice-president, Myron Silver, West Jefferson; secretary, Rea Chenoweth, London; treasurer, Willis Jones, Derby. Executive committee, C. R. Hunter, Mechanicsburg; E. C. Wagner, Columbus; Geo. W. Lamb, Hookers; Robert Chenoweth, London, and M. Worthington, Plain City.

Southern Ohio Grain Dealers Association: President, John Boden, New Vienna; vice-president, S. M. Thorne, Sabina; secretary and treasurer, L. W. Dewey, Banchester. Executive committee, C. Rhonemus, Reesville; John McConn, Fayetteville; James F. Bennett, Wilmington; H. H. Richards, Hillsboro, and Stewart Boden, Greenfield.

Ohio State Grain Dealers Association: President, Eugene C. Wagner, Columbus; vice-president, H. S. Grimes, Portsmouth; secretary, J. W. McCord, Columbus; treasurer, George T. Chamberlain, Columbus. Executive committee, E. C. Wagner, J. W. McCord, E. R. Woodrow, Columbus; W. A. Nutt, Urbana, and J. C. Seymour, Kenton.

Southern Grain Association: President, John F. Kuhn, Evansville, Ind.; secretary and treasurer, Alfred Brandeis, Louisville, Ky.

Western Indiana Division of the Grain Dealers National Association: President, H. J. Caldwell, Earl Park; secretary and treasurer, E. H. Wolcott, Wolcott. Board of managers, John B. Ross, W. C. Babcock, H. A. Myers, B. F. Crabbs, T. A. Morrison, J. D. Fritch, W. D. Foresman, John F. Barnard, Sam Finney, H. G. Kirlin, A. S. Russell, J. T. Nixon and W. W. Alder.

Grain Dealers National Association: President, W. T. McCray, Kentland, Ind.; first vice-president, A. E. Clutter, Lima, O.; second vice-president, J. M. Sewell, Hastings, Neb.; secretary and treasurer, Charles S. Clark, Chicago, Ill. Directors, E. A. Grubbs, Greenville, O.; N. B. Hieatt, Willis, Kan.; D. Hunter, Hamburg, Ind.; Arthur Sawers, Chicago, and B. A. Lockwood, Des Moines, Ia.

Illinois Grain Dealers Association: President, E. R. Ulrich, Jr., Springfield; vice-president, Thomas Costello, Maroa; secretary, B. S. Tyler, Decatur; treasurer, F. M. Pratt, Decatur. Directors, H. C. Hall, Paxton; Edwin Beggs, Ashland; Theo. P. Baxter, Taylorville; G. C. McFadden, Havana.

Grain Dealers Union of Southwestern Iowa and Northwestern Missouri: Presi-

dent, D. Hunter, Hamburg; vice-president, H. A. Vanschoiack, Elliott; secretary, G. A. Stibbens, Coburg; treasurer, J. B. Samuels, Riverton. Governing committee, E. F. Rose, Coin; J. R. Harris, Northboro; F. M. Campbell, Randolph; G. H. Currier, Prescott, and J. L. Gwynne, Imogene.

Grain Dealers Association of Southeastern Iowa: President, J. A. Carden, W. N. field; vice-president, J. A. Baxter, Mt. Union; secretary and treasurer, E. L. McClurkin.

Northern Iowa Grain Men: President, John Ellickson, Thompson; first vice-president, Charles Rippe, Forest City; second vice-president, S. J. Clausen, Clear Lake; third vice-president, J. R. Dalton, Chicago; secretary, F. S. Livermore, Thompson.

Northwestern Grain Shippers Association: President, A. C. Hatch, Battle Lake, Minn.; vice-president, William Robertson, Underwood, Minn.; secretary, Frank Hoskins, Deer Creek, Minn.; treasurer, H. P. Berg, Vining, Minn.

Nebraska Grain Dealers Association: President, G. S. Hayes, Hastings; vice-president, F. M. Rublee, Broken Bow; secretary and treasurer, A. H. Bewsher, Omaha. Governing committee, M. E. Duff, Nebraska City; P. S. Heacock, Falls City, and N. B. Updike, Omaha.

Kansas Grain Dealers Association: President, L. Cortelyou, Muscotah; vice-president, O. A. Higgins, Stockton; treasurer, M. H. Roller, Circleville; secretary, E. J. Smiley, Concordia; attorney, A. F. Sherman, Topeka. Transportation committee, B. R. Beal, Kansas City, Mo.; A. T. Rodgers, Beloit; R. B. Miller, Clifton. Directors, Geo. H. Hunter, Wellington; N. B. Hieatt, Willis; H. Work, Ellsworth.

Grain Dealers Association of Oklahoma and Indian Territories: President, E. L. Donahue, Ponca City; vice-president, E. C. Humphrey, El Reno; secretary, J. C. Robb, Kingfisher; treasurer, E. J. Coyle, Perry. Directors, W. R. Binkley, Kingfisher; L. F. Kramer, Oklahoma City, and S. M. Williams, Purcell, I. T.

Texas Grain Dealers Association: President, J. P. Harrison, Sherman; first vice-president, Eugene Early, Waco; second vice-president, G. J. Gibbs, Clifton; secretary, E. H. Crenshaw, Fort Worth; treasurer, P. T. Andrews, Fort Worth. Executive committee, J. P. Harrison, Eugene Early, E. H. Crenshaw, P. T. Andrews, C. F. Witherspoon, Denton; L. G. Belew, Pilot Point, and W. W. Majors, Midlothian.

THEY SAY.

W. T. Buck, Vliets, Kan.: I think a great deal of the Grain Dealers Journal and would not want to be without it.

F. D. Babcock, Secy. Grain Shippers' Mutual Fire Insurance Association, Ida Grove, Ia.: Our little ad. in the Grain Dealers Journal brings us good returns.

Commonwealth Oil Co., Cleveland, O.: We are pleased to say that we are already receiving in a small way returns from our ad. and feel assured of our wisdom in using your journal as a medium.

D. G. Stewart, Receiver and Shipper, Pittsburg, Pa.: I enjoy reading your paper and certainly could not do without it, as it contains a great deal of valuable information to those in the grain business.

W. H. Small & Co., grain and seed merchants, Evansville, Ind.: We get a great deal of valuable information from the Journal. We notice you devote one part of the Journal to seeds, and we are glad to see it.

Roberts & Davis, Rippey, Ia.: You have sent us a sample copy of the Grain Dealers Journal. We find so many good hints therein that we have concluded we cannot afford to do without it. Enclosed please find our check for \$1.00.

Studabaker, Sale & Co., Bluffton, Ind.: As long as you keep the Grain Dealers Journal up to its present standard, you can count us as regular subscribers. We greatly appreciate the paper and the good work it is doing, and wish you great success.

CLIPPINGS.

Locusts are threatening another invasion of the Argentine.

A wireless check rower is being placed on the market by a Davenport, Ia., company.

The Odessa, Russia, Bourse has declared in favor of official inspection of the export grain.

Italy imported 14,664,000 bushels of wheat during the 11 months ending with June, against 33,480,000 bushels during the corresponding period of 1897-8.

Chas D. Snow & Co.: Oats, like corn, are in such demand for immediate use that only old sort commands a premium over futures, although farmers are rushing out their poor oats as fast as possible.

In remitting, subscribers will greatly oblige us if they will forward the amount by money order, express order or Chicago or New York draft, as out of town checks for small amounts are subject to heavy charge for exchange.

A farmer at Hendrum, Minn., has devised an iron frame attached to binders for harvesting wheat damaged by hail. The device is very popular in that vicinity, being successfully used in the fields thought to be a total loss.

The government experimental tea gardens at Summerville, S. C., had 50 acres under tea this season, and the product was 3,000 pounds of tea, which was sold at a profit of 25 per cent. The outlook for this industry is very flattering.

The Farmers' Federation of the Mississippi Valley has been formed at Topeka, Kan., by Walter N. Allen and others, with \$20,000,000 capital stock, to combine the producers into a gigantic trust. The company proposes to control prices, crowd the commission men out of business and perform various other miracles. How enchanting.

The annual estimate of the world's wheat harvest, issued Aug. 31, by the Hungarian Ministry of Agriculture, indicates a crop 333,000,000 bushels below last year's, and a surplus over consumption of 57,000,000 bushels. The deficiency in importing countries is placed at 352,000,000 bushels, and the surplus of exporting countries at 409,000,000 bushels.

There is very little prospect that the Northwestern movement this year will be as heavy as last. The crop in the three spring wheat states is fully 50,000,000 bushels smaller than in 1898, according to the best reports at hand. There is also less inducement to bring the wheat forward. A year ago cash No. 1 Northern was at 4 cents premium over December, and No. 3 Red 6 cents premium, which was a strong inducement for farmers and country elevators to rush the wheat to market as rapidly as possible. There was no carrying charge to yield a profit, and no one wanted to carry wheat. Carrying charges at present are heavy, and every elevator is anxious to take advantage of them, consequently the storage capacity of the Northwest is likely to be pretty well filled up this fall, and the movement to market correspondingly lightened. It would not be surprising if the Northwest movement proved smaller than many are expecting. There has never been a year when farmers in that section were so well fixed to hold their grain as now. They have more ready cash and more storage capacity than ever before. Rosenbaum Bros., Chicago.

GOVERNMENT REPORT.

John Hyde, statistician of the Department of Agriculture, reports the condition of wheat Sept. 1 as the lowest in 20 years, being 70.9, against 86.7 last year, 85.7 in 1897 and an average of 82.5 for ten years. The condition in winter wheat states is slightly better than on July 1; but the condition declined in the spring wheat states 3 points in North Dakota, 2 in South Dakota, 12 in Minnesota, 16 in Iowa and 11 in Nebraska. Pending a revision of the acreage in the Northwest and on the Pacific coast the Department will make no quantitative estimate of the crop.

The average condition of corn was 85.2, having declined during August 4.7 points; but on Sept. 1 was still 1.1 higher than in 1897 and 2.9 above the average for ten years. Declines during August averaged 3 points in Ohio and Missouri, 2 in Illinois, 9 in Kansas, 14 in Nebraska, and averages in Southern states are nearly all somewhat lower than on Aug. 1. A gain of about 1 point was made in Indiana and Iowa.

The condition of oats was 87.7, against 90.8 last month, 79 a year ago, 84.6 in 1897 and a ten year average of 80.

Barley, 86.7, compared with 93.6 last month, 79.2 Sept. 1, 1898, 86.4 at same date in 1897, and 84.1 the average of ten years.

Rye, 82; against 89.4 a year ago, 90.1 in 1897, and 87.5 for ten years.

Buckwheat, 75.2; against 93.2 last month, 88.8 a year ago, 95.1 in 1897 and 88 the average for ten years.

EXPORT AND DOMESTIC RATES.

The Interstate Commerce Commission Aug. 28, in an opinion by Commissioner Prouty, announced its decision in the important case involving relative rates on export and domestic traffic in grain and grain products. The Commission holds that in the absence of some justifying reasons it would not be right for American railroads to permanently transact business for foreigners at a less rate than that for which they render a corresponding service to American citizens.

As to rates on export and domestic shipments of grain the Commission decides: Market conditions, sometimes in case of wheat but seldom in case of corn, may justify an export rate through the port of New York somewhat lower than the domestic rate, and Philadelphia, Baltimore, Norfolk and Newport News usually take rates which are certain differentials below the New York rate on both domestic and export traffic. During the period of closed lake navigation the export and domestic grain rates to New York and other ports mentioned should ordinarily be the same. Rates to other ports, including Boston and ports on the Atlantic north of Boston and Galveston, New Orleans and other Gulf ports may perhaps be properly made lower on export than on domestic traffic to enable them to compete for the export business. Such an adjustment of rates would be to the advantage of the carrier, and just alike to the American consumer and the American producer. But as the problem is primarily one for the carriers rather than this Commission, and some rate changes have been made by them during the progress of this proceeding, and the testimony indicates that the present disparities between domestic and export rates will not become perma-

nent, no order is made in relation to this branch of the case. But export grain rates should not be less to the seaboard from any point than from any intermediate point on the same line.

The Commission also decides that rates on export traffic must be published and filed in accordance with the provisions of section 6 of the Interstate Commerce Act. It is further held that so-called through export rates made by adding the ocean rate, whatever it may be, to the inland rail route, whatever it may be, are not analogous to joint rates made by joint arrangement between railway carriers subject to the statute in the sense that the total rate must be published and filed, and it is enough if the railway carrier publishes and maintains its own rate to the seaboard. But if there is in fact such a joint arrangement that the rate is a joint rate under the 6th section of the Act to Regulate Commerce, then the entire through rate should be published, and not the inland division, which in that case might vary while the entire rate remains the same.

THE FARMER KEPT HIS OATS.

It was Saturday—a pleasant Saturday afternoon in a small Iowa town. The oat crop was just coming in and a string of teams stood in line taking their turns at unloading their oats at the only elevator in the town. It was run by a Yankee, whose personal characteristics were known to every man in the country around except a new comer. The newcomer's load stood third from the last in the line. It was late when his turn came.

"What are you paying for oats today?" he inquired.

At this question the two men behind him heaved hopeless sighs and drove away in apparent disgust.

"Wall, now, I'll tell ye," said the Yankee, rubbing his pointed chin between his thumb and forefinger. "Ye see, a-h—ye know, a-h—ye'r a stranger here, ain't ye?"

"Yes."

"Well, I'll tell ye—ye see, a-h, we clean oats—an' oats ain't this year what they wuz last—got struck with the blight, ye see, but—"

"But what do you pay for o——?"

"Yes, yes—just as I wuz sayin'; oats ain't No. 1 this year, an' the year before they lodged, an' the year before they mildewed, an' jes s'I told the feller that run the place you're on, the crop's been a failure fur off-an'-on five—"

"But what will you pay for these o——?"

The stranger was not permitted to finish his question. The Yankee had shifted his quid, braced against the hay scales, and begun with fresh vigor: "Jus as I wuz sayin'—we clean our oats an'—"

"For Heaven's sake, man, how did you ever manage to propose to your wife?"

"Wall, now, I'll tell ye," began the Yankee, with a smile, "Ye see, a-h—ye know—"

"Yes; I've seen a good many Yankees and I've known a good many slow-combustion liars, but I'll eat all the oats you ever told the price of if I ever saw such a one as you in all my days!"

With this he cut his team with his whip and started home with his load. The last thing he heard, as he drove away, was:

"Say, now—I'll tell ye——"

But he never did, and after that when the stranger heard a man begin a story with, "Well, I'll tell you," he moved on.

GRAIN TRADE NEWS.

CANADA.

An elevator of 25,000 bushels capacity is proposed at Elkhorn, Man.

The first car of new Manitoba wheat was shipped this season by Ogilvie's elevator at Rosenfeldt.

The bulletin of Edmonton, Alberta, states that the wheat crop is the heaviest in years in that district.

The Canadian Pacific Railway has increased its grain car equipment by 2,000 new cars of 30 tons capacity.

The grain committee of the Winnipeg Grain Exchange is considering the feasibility of establishing grades of flax.

H. E. Hand and Mayor Diehl, of Buffalo, N. Y., were in Montreal to inspect the harbor in the interest of the Buffalo elevator syndicate.

A. Guthrie, of St. Paul, Minn., has received the contract to build 20 miles of road for the Northern Pacific northwest from Portage la Prairie, Man.

A. E. McKenzie & Co., of Brandon, Man., are placing a new boiler and engine in their elevator. They have leased and will operate the farmers' elevator at Chater, Man.

The New Harbor Grain Elevator System is to be incorporated at Montreal with \$500,000 capital by James S. Noad and others, to build grain elevators for the port of Montreal.

The Manitoba crop report of the Northern Pacific Railway, issued Sept. 1, shows that one-half to three-quarters of the grain has been cut. Threshing is in progress and indicates a yield of 25 bushels per acre of excellent quality. There has been no frost.

The Ontario & Rainy River Railroad has bought all the terminals of the Port Arthur, Duluth & Western, and a large area of dock and water front at Port Arthur. Contracts for the construction of 108 miles of road from Stanley to Sturgeon Falls have been let.

The buckwheat crop of this province promises well, despite a few late sown and thin patches here and there. The great majority of fields are looking remarkably well, in full bloom, and should they escape the early frosts, a large crop will undoubtedly be assured. —Montreal Trade Bulletin. Aug. 25.

Notwithstanding the contention that the terminal charges for grain at Montreal are cheaper than at New York, a freight agent offered to take in grain by rail at the latter city for export, store it for 20 days, and float it for 11-8c per bushel, whereas it would cost 15-8c per bushel in Montreal, namely 7-8c per bushel storage, ½c for floating, and ¼c wharfage. —Montreal Trade Bulletin.

The government crop report for the province of Manitoba makes the total wheat yield not less than 33,504,766 bushels—1,629,995 acres under crop—average yield 20.55 bushels per acre. This does not include the Northwest Territory, which is expected to yield at least 7,000,000 bushels. The oat crop is expected to yield 23,003,126 bushels and barley will run about 5,532,972 bushels. There will be over 8,000 men

required to harvest the crop. The wheat is of very fine quality.

ILLINOIS.

Grain trade news items are always welcome.

Coan Bros. are enlarging their elevator at Saybrook, Ill.

Anderson Bros.' elevator at Walnut, Ill., was burned Aug. 29.

Reyland & Luly, of Alton, Ill., have completed their new elevator.

A. H. Drake has removed from West York, Ill., to Terre Haute, Ind.

John Maricle, of Winslow, Ill., will repaint his elevator and warehouse.

The Wheatland Elevator Co., of Normantown, Ill., will build a storehouse. A. C. and C. C. Amsler, of Fairbury, Ill., have bought an elevator at Longview.

Charles Cooper's elevator at Girard, Ill., was slightly damaged by fire August 27.

George Millhorn has succeeded J. & G. Millhorn, grain dealers at Blue Mound, Ill.

McBride & Dillavon, grain dealers at De Land, Ill., have been succeeded by Mr. Dillavon.

Rumors are current of a new fireproof elevator constructed of tile and steel. Where? By whom?

Williamson, Blocker & Miller are building an elevator 90x30, two stories, at Honey Grove, Ill.

The Calumet Grain & Elevator Co. will put a new steam plant in its elevator at South Chicago.

George Millhorn, Blue Mound, Ill., Sept. 8: Our crop was good; our late corn will be largely shortened.

Wallace R. Condict, a pioneer grain dealer of Racine, Wis., died Aug. 30 at Evanston, Ill., aged 75 years.

Shepard Bros. have purchased for \$8,000 the elevator and grain business of Shearer Bros., at El Paso, Ill.

Sale & Ward's elevator at Dewey, Ill., collapsed recently, spreading 20,000 bushels of oats on the ground.

A. Mansfield has purchased the elevator of Moore Bros. & Delaney, at Niantic, Ill. The price was \$8,500.

G. A. Schwartz has retired from the firm of Schwartz, Dupee & Co., commission grain dealers at Chicago, Ill.

Ellis' elevator at Rosemond, Ill., on the Big Four, was burned Sept. 6, Smith's elevator being badly damaged.

F. D. Voris' large hay warehouse at Neoga, Ill., was burned Aug. 20, causing \$12,500 loss, with \$5,700 insurance.

McCullough & Goff of Rantoul, Ill., will give their 15,000-bushel elevator a thorough overhauling and build new cribs.

O. B. Knox, formerly a grain dealer in Henderson County, Ill., has filed a petition in bankruptcy. Liabilities, \$5,000.

James Andrews' grain elevator at Walnut, Ill., and a large quantity of grain was burned Aug. 29. The elevator was new.

William Sturgeon has removed with his family to Bloomington, but will con-

tinue as manager of the elevator at Elliott, Ill.

C. L. Dungan has sold the Moore Elevator at Brimfield, Ill., to U. K. Grant of Brimfield, who has engaged in the grain business.

W. O. Brown, of Chebanse, Ill., will move his elevator and at the same time make some changes and enlarge the plant, at considerable expense.

The National Commission Co. has been incorporated at Chicago, Ill. Capital stock, \$10,000; incorporators, Owen Norris, Jr.; Henry Woltersdorf, Ernest A. Swarth.

Local feed and grain dealers at Peoria, Ill., held a meeting in the Board of Trade building Sept. 2 to form an association for mutual benefit. About twenty-five were present.

George Millhorn, Blue Mound, Ill., writes: I have nothing to say in regard to the scales, long or short. I use the short scales. I have no complaint and have heard none from the farmers.

Geo. H. Sidwell & Co., of Chicago, have reopened their Belt Line elevator at Hayford, Ill., the junction of the Grand Trunk and the Belt Line. The plant has stood idle for several years.

William McCaleb, Bluffs, Ill., Sept. 8: Crops have been a disappointment for three years in our territory. We will have 75 per cent of a corn crop this year. Fine rains last night for fall pasture and late corn. Early corn is O. K.

The Galesburg & Great Eastern Railroad has obtained an injunction restraining Albert West, Thomas Wells, H. L. Johnson, M. D. Sloan and James McGivern from removing the grain elevator situated on the grounds of the company at Etherly, Ill.

The Shirland Lumber Co., of Shirland, Ill., writes: There is no such firm as Young & Halley doing business at Shirland. We are building an elevator. The machinery is all on the ground and the elevator is rented to C. M. Packard, the only grain dealer at this point.

McReynolds & Co., of Chicago, are making improvements at the Wisconsin Elevator, Chicago, their recent purchase from Linn & Dwight, including the installation of oat clippers, with a view to operating it as a clipping and cleaning house. J. F. Kendall is foreman.

That the elevator man who possesses good clippers and cleaners has an advantage over him who has not such facilities for improving grain, is shown by queries for names and addresses of shippers who have cleaners and clippers published in the Grain Dealers Journal for Aug. 10 and Sept. 10.

Armour Elevator D, on the south branch of the Chicago river at 22d and Morgan streets, will be converted into a cleaning house by the McDonald Engineering Co. Eighteen new legs will be put in, 9 of 4,000 bushels capacity and 9 smaller legs for screenings. It will be equipped with 16 separators and oat clippers.

The Independent elevator at Chicago which has been a public warehouse for some years is no longer regular, and it is rumored that it will be changed into a modern cleaning elevator and equipped with all the latest and best machines for improving grain. Similar reports are circulated regarding the Wabash elevator, which is still regular for grain on the Wabash, but all of the reports are denied at the office of the Chicago Elevator Co. The Independent may be made regular grain, but nothing

will be done until Manager Loyd Smith, who has been confined at home with inflammatory rheumatism, returns to his office.

W. H. Coulthard, of Jerseyville, Ill., informs us that he has purchased the interest of E. Cockrell in the elevator at McClusky, Ill., and sold to him his interest in the elevator at Jerseyville. Mr. Coulthard will put in a corn meal plant. Additions have been built to the elevator, a new office erected and a 500-bushel Fairbanks hopper scale installed.

Last week the board of directors of the Chicago Board of Trade received a petition from the New York Produce Exchange asking that No. 3 white oats be made regular on Chicago contracts. Letters from the St. Louis Merchants' Exchange, the Detroit Board of Trade and the Milwaukee Chamber of Commerce accompanied the petition. The matter has been referred to the committee on inspection.

The Iowa Elevator, operated by the Chicago Terminal Elevator Co., on the Chicago river at 12th street, is being changed to a cleaning elevator by the McDonald Engineering Co. The new machinery will include two Prinz & Rau smutters, one Prinz & Rau separator, three Barnard & Leas separators, two Monitor separators and two Barnard & Leas perfected separators. To handle the grain to and from the machines five new legs of 3,000 bushels capacity will be added, and a new 32-in. belt conveyor running the full length of the elevator. Three hundred feet of line shaft and a new rope drive capable of transmitting 350 horse power will be put in.

INDIANA.

Clay Millikan has charge of the construction of the new elevator at New Lisbon, Ind.

Harvey Laughlin has traded his interest in the elevators at Lyons, Ind., for a farm near Logansport.

Henry Mier, grain dealer of Columbus, Ind., was drowned recently while seining in White River.

John Dorton of Gaston has purchased the elevator at Matthews, Ind., of W. B. Cooley of Hartford City.

P. S. Daubenspeck's elevator at Glenwood, Ind., was burned August 27, with 4,000 bushels of wheat. Fully insured.

Churchill, White & Co., of Chicago, are considering the feasibility of building an elevator at Lineville station on the I., I. & I.

The elevator at Wheeler's station, White county, Ind., has been remodeled under the supervision of C. C. Wheeler of West Lafayette.

Clark S. Fuller has the contract to reconstruct the machinery of the burned elevator at Brookston, Ind., owned by John C. Ross & Co.

Every regular dealer of Western Indiana should make it a point to attend meeting at Lafayette Tuesday, October 3. Day and night sessions.

F. R. Pence, for two years in the grain business at Hedrick, Ind., has increased his facilities by the purchase of L. Van Reed & Co.'s elevator at that place, built in 1886 by the Smith-Tuttle Elevator Co.

W. D. Foresman, of Foresman, Ind., was in Chicago last week. He reported corn in fine condition, yield will equal the crop of '96, acreage average. The oats acreage is average and the condition good.

W. H. Small & Co., grain and seed merchants of Evansville, Ind., have increased their hay and grain storage by building a warehouse 60x200 feet. The site was purchased recently by William H. Small and Morris L. Johnson for \$2,000 cash.

B. L. Archibald, of Archibald Bros., Morocco, Ind., was in Chicago last week. Corn is a fine crop in that vicinity. Dry weather has not hurt it. Archibald Bros. have handled 100,000 bushels of the new crop of oats, and will handle 100,000 bushels more.

F. K. Swan of L. H. Swan & Son, Wadena, Indiana, was in Chicago last week and reported the corn acreage of Benton county up to the average, the yield is expected to exceed any we have had in 15 years. The oats crop was good. The weight was good, quality only fair.

Archibald Bros., Morocco, Ind., are in the market for machinery for handling ear corn from cribs which they will build to give 8,000 bushels additional storage room. The cribs will be 20x40x26 feet, with partition in middle and hopper bottom. A conveyor belt will be used at the top and drag chain at the bottom.

In the August 10th number of this Journal an Indianapolis buyer asked for the names of Indiana and Illinois dealers who have clippers, and in this number a Philadelphia firm asks for the same information. From which it would seem advisable for country elevator men who have clippers and cleaners to advertise the fact.

IOWA.

Edmonds new elevator at Jamaica, Ia., has been completed.

Andrew Rath, of Ackley, Ia., has discontinued the grain business.

Joseph Elvidge will have charge of the elevator at Lonerock, Ia.

Corning, Ia., is to have a 40,000-bushel elevator, built by Munns & Son.

J. H. Hulbert & Co., have bought the Kurtz Elevator at Greenfield, Ia.

Michel & Co. are building an elevator on the C., M. & St. P. railroad at Dixon, Ia.

E. D. Jones, Oxford, Ia., Aug. 29: Crop prospects good; corn is maturing fast.

G. A. Stibbens, Coburg, Ia., Aug. 29: We have a great corn crop in this section.

The A. W. Harris Grain Co. has succeeded the Harris Elevator Co. at Sibley, Ia.

Gilchrist & Co. have completed extensive repairs to their elevator at Osian, Ia.

Barel, Harris & Co. have succeeded Clark, Harris & Co., grain dealers at Clarion, Ia.

At Newell, Ia., D. L. Power has put in a 5 h. p. and Goltry Bros. a 6 h. p. gasoline engine.

Buell & Morse, of Hardy, Ia., have placed a new stone foundation under their elevator.

L. H. Valentine of Mapleton has bought the elevator of L. B. Munger at Castana, Ia.

F. D. Babcock, Ida Grove, Ia.: Small grain is of good quality. The new crop is beginning to move slowly.

Pearson & Hayton, Pierson, Ia., write that an elevator is being built at Anthon, Ia., by the Western Grain Co.

John W. Lefever, Nira, Ia., Aug. 31: Crops are fine. Oats good weight, but bleached some. Corn good, with two

weeks more of good weather and no frost.

The Des Moines Elevator Co. has purchased and will improve the elevator property of Anderson & Co. at Pioneer, Ia.

The contract for Turner Bros.' new elevator at Cumberland, Ia., has been let to J. A. Campbell & Son, of Atlantic, Ia.

Barbour & Younkin, of New Sharon, Ia., have remodeled one of their storehouses so it will hold 30,000 bushels of oats.

The St. Paul & Kansas City Grain Co. has purchased the elevator at Industry, Ia., of Butler & Hanley. The price was \$1,100.

Young & Sisley, of Palo, Ia., inform us that Hayes & Rocher are not buying grain at that point, having moved their warehouse.

M. C. Ott, who is the only elevator proprietor at Wilton, Ia., has made claim for damages on account of the city scales.

The Northern Grain Co., of Chicago, Ill., has established an office at Des Moines, Ia., in charge of L. W. Gifford, of Chicago.

Pearson & Hayton, Pierson, Ia., Aug. 29: Wheat is a light crop; average about 12 bushels; oats, 30; barley, 30. Corn promises about 45.

W. A. Leamer's elevator and mill at Wilton, Ia., was burned Aug. 18, with several thousand bushels of grain. Loss, \$5,000; insurance, \$2,000.

M. C. Kremer has purchased the interest of his partner, J. J. Smith, and will conduct the grain business at Worthington, Ia., alone.

The Cedar Falls Lumber Co. has purchased the interest of J. R. Stewart in the grain, lumber and coal business of Stewart & Moler at Reinbeck, Ia.

George Hunick, of Ottosen, Ia., is making improvements at his elevator. He has moved his scale, put up a new office and overhauled the engine room.

The McMorran Milling Co., of Port Huron, Mich., has purchased the elevator of L. C. Butler at Arion, Ia., which was advertised for sale in the Journal.

Terwilliger & Dwight, who for the past six years have had their headquarters at Rock Valley, have removed to Sioux City, Ia., with offices in the Iowa Building.

Malcolm Peterson, of Pomeroy, Ia., has increased his elevator capacity from 20,000 to 30,000 bushels, and now has one of the most convenient elevators on the Illinois Central.

J. C. Mullen has purchased the interest of D. L. Eversole in the grain, implement and stock business of Eversole & Hunter at Gowrie, Ia., the new firm being known as Mullen & Hunter.

The Grain Shippers' Mutual Fire Insurance Association is growing rapidly and receiving more active support from the grain dealers than its promoters expected for some years to come.

The only regular dealers at Mingo, Ia., are Bowen & Regur, of Des Moines, whose agent is Fred Loerch. Charles Harrop is a farmer, and in no way connected with the grain business there.

L. H. Valentine of Castana, Ia., writes us that Lamb & Putzier have built 40 feet as an addition to their dump house at Mapleton, Ia. A Hathaway is building a 50-barrel flour mill at Mapleton.

R. J. Edmonds, Hawthorne, Ia., Aug. 29: Small grain crops turning out rather poorly here. Corn a big crop;

considerable old corn coming to market. Small grain will not move at present prices.

N. H. Brand will build the addition to the elevator at Wellsburg, Ia. It will be 38x40 feet and 44 feet high.

The next quarterly meeting of the Grain Dealers' Union will be held at Council Bluffs, Wednesday, Oct. 5, 1:30 p. m.

Fire at Callender, Ia., Sept. 1, destroyed a large quantity of cribbed corn owned by Pratt & Co., of Decatur, Ill., and Counselman & Co., of Chicago, Ill. Circumstances point to incendiarism.

W. J. Graham, Nassau, Ia., Aug. 29: Oats were a good average crop. Corn with a few exceptions is extra good. Bottom lands and late planted will not be out of danger from frost until the last of September.

J. J. Vaughan, who recently purchased the grain business of Counselman & Co. at Newton, Ia., has torn down the old corn crib, and is making a number of improvements, including the erection of a new grain house.

Wilson & DeWolf have built an addition to their elevator at Havelock, Ia., and, it is said, contemplate building a line of elevators in the northern part of the state, along the new branches of the C., M. & St. P. railway.

Des Moines grain men are again agitating the proposition to erect a Board of Trade building. A score of different firms are represented in that city, which makes it a center for the trade, especially the track buyers.

Clay & Roberts are a new firm at Newburg, Ia. Their elevator has just been completed on the foundation of one burned down about two months ago, belonging to George Emmert, and holds about 5,000 bushels more than the Emmert elevator.

Barbour & Younkin, New Sharon, Ia., Aug. 29: Oats are making from 40 to 60 bushels per acre. They are of good weight, but stained, so they will not make better than No. 3 white. Prospect for corn is for the largest yield we have ever had.

J. F. Younglove of Mason City has received the contract to build a 20,000-bushel elevator at Dyersville, Ia., for the Northwestern Iowa Grain Co., of Britt. The house will be cribbed, with gasoline power, dump scale and all modern conveniences.

The D. Rothschild Grain Co., Davenport, Ia., has started its elevator which has been undergoing repairs. A new boiler and electric light plant has been put in, as well as a large scale. An addition, 40x55 feet, with 75,000 bushels capacity, has been erected.

J. W. Chambers who has represented the Peavey Grain Co. at Des Moines during the last year will move to Omaha and succeed his son in that office. Mr. Chambers will retain supervision of the Des Moines office as well as have charge of the Omaha office.

J. R. Sage, director of the Iowa crop service, in his weekly report, issued Sept. 5, says: The weather conditions were favorable for forcing the maturity of early planted corn, and more than one-half the crop is now in fit condition to be cut and shocked. Late corn needs more rain for its normal development, and reports indicate that in many localities it has been "fired" by exces-

sive heat. Rain is also needed to facilitate fall plowing, and for pasturage and late vegetables.

A. Wedgwood & Co., Storm Lake, Ia., write: We have had quite a number of inquiries from the advertising in the Journal, and sold our elevator to one of them. Hence the successor to our business is J. B. Maricle, Jr., of Winslow, Ill., who takes possession Sept. 1.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold a meeting at Council Bluffs, Oct. 5. The meeting will be called to order at 1:30 p. m., at the Grand hotel. A good program has been prepared and a large attendance is promised.

Many dealers have favored us with corrections and additions for our list of regular grain dealers, so the chance of the name of an irregular getting on list is reduced to a minimum. If you have not sent us list of regular dealers at your own and nearby stations, write us immediately. It is to your interest to have all irregulars omitted. Write today.

The Des Moines Elevator Co., of Des Moines, Ia., has acquired all the property of the Hancock-Hodgson Grain Co., and will operate a number of additional country stations. The capital stock has been increased from \$60,000 to \$130,000. The company now has elevators at Harlan, Corley, Avoca, Carson, Hancock, Oakland and Shelby, in the west part of the state on the C., R. I. & P.; and Plover, Pioneer, Callender, Clare and Minburn on the Ruthven branch of the C., R. I. & P., northwest of Des Moines, and also has a line of small stations along the old Keokuk & Western, running south from Des Moines, now controlled by the C., B. & Q. It is intended that the business from all these points shall go through the company's large new elevator at Des Moines, work on which has been delayed for want of material. When the Des Moines elevator is completed, about Oct. 1, the Des Moines Elevator Co. will be satisfactorily equipped at all points to handle its large and growing business.

F. D. Babcock, secretary of the Grain Shippers' Mutual Fire Insurance Association, Ida Grove, Ia., writes: "Our annual meeting was held July 18th. Mr. G. A. Stibbens, of Coburg, Geo. O. Holbrook, of Onawa, and Ira Conger, of Galva, were elected directors for terms of three years. The affairs of the association were all found in excellent shape, and the directors elected all of the old officers. The past month has been the busiest and we have written the most insurance of any month yet. One year ago we had risks amounting to about \$125,000.00 and to-day we have about \$375,000.00. Still they come and we have a dozen or more applications now on file to write for first half of September. We have had another fire, amounting to less than \$400.00 loss, but no assessment is necessary and would not be even if losses were several times that amount. Probably the secret of our success is largely due to the fact that our expenses are kept at a minimum all the time. So much has our business increased, that we have been compelled to reinsure several of our risks. We are also writing reinsurance for others, all of which tends to increase our business."

KANSAS.

Send us notices of new elevators, new firms and business changes.

John Cain has engaged in the grain business at Lancaster, Kan.

W. T. Buck, Vliets, Kan., Sept. 1: We will have a very heavy crop of corn here this year.

A three-story elevator will be erected at Leavenworth, Kan., by the Ryan Bros. Live Stock & Feeding Co.

An ear of corn with 1,440 grains on the cob is in the possession of W. T. Buck, grain dealer at Vliets, Kan.

While playing in an elevator at Ramona, Kan., recently, Joseph Nelson, a farmer's son, was smothered to death in the grain.

L. Cortelyou, of Muscotah, estimates the corn crop of Kansas at over 300,000,000 bushels. Every county in the state will raise a good crop.

W. T. Buck, grain dealer at Vliets, Kan., recently started on a trip to Staunton, Va., to visit his mother, who resides there and is very ill.

An elevator of 45,000 bushels capacity and a 350-barrel mill will be erected at Salina, Kan., for the Lee-Warren Milling Co., by the Great Western Mfg. Co.

Kelly Bros., of Edgerton, Kan., say they expect to make some improvements in their elevator by putting in a larger corn cleaner and extra dump, etc.

The Whitewater Mill & Elevator Co. has been incorporated at Whitewater, Kan. Capital stock, \$20,000; incorporators, E. T. Burns of Whitewater, and others.

Fire at Garland, Kan., Sept. 3, destroyed the elevator owned by Garrison Bros., of Fort Scott. Loss, \$6,000; insurance, \$1,600. A locomotive spark is supposed to have been the cause.

Kelly Bros., Edgerton, Kan., Sept. 2: Prospect for corn crop very good, except that the late corn is said to be injured by the too dry weather recently. Flax is a light crop, but good quality, and nearly all now shipped out.

H. L. Strong Grain Co., Coffeyville, Kan., Sept. 4: The wheat in Coffeyville territory is a very poor quality this year, the bulk of the receipts grading rejected. In our opinion our mills will be obliged to look elsewhere for good wheat in a short time.

The H. L. Strong Grain Co., of Coffeyville, Kan., writes: We are building a small elevator at Chetopa, Kan., of 5,000 bushels capacity, in connection with a roller corn mill of about 50 bushels capacity, to be operated by a 40-h. p. gasoline engine. We also expect to put up three or four more such plants at different stations in Kansas. We have bought the grain warehouse and business of B. W. McCune, Millerton, Kan.

S. B. Carter, of Carter & Moodie, Wellington, secretary of the Wellington Division of the Kansas Grain Dealers Association, sends us the following report of the meeting at Harper, Aug. 18: We had a very good attendance of the grain dealers of Sumner and Harper counties; also had with us the Chief Inspector, Mr. McKenzie of Kansas City, and also representatives of several commission firms in Kansas City. We had a very enthusiastic meeting and we find these meetings promoters of harmony among the dealers. It brings them together and they can discuss their grievances when a great many of them will melt away and they will go home and do business more harmoniously and with

less friction. After the meeting the dealers of Harper gave us a very fine banquet, which was thoroughly enjoyed by all present. This local association meets regularly once a month at some point in Harper or Sumner county. We think it is doing good work, too. Samuel Cole, of Harper, is president for the present term.

MICHIGAN.

What has become of the Michigan Bean Buyers' Association?

Charles Wolohan, of Birch Run, Mich., has put a new gasoline engine in his elevator.

The Ann Arbor Railroad broke ground Sept. 2 at Frankfort, Mich., for its new 150,000-bushel elevator.

P. I. Simons, of Athens, Mich., is building an addition to his elevator, in which to install a gasoline engine and feed grinder.

Miller Bros., of Vassar, Mich., have leased the elevator of Dickie & McKinsie, at Silverwood, Mich. Improvements will be made.

John A. Hurd, Monroe, Mich., Sept. 5: Wheat will not average over two bushels on the acreage sown in this county. Good crop of oats. Fair crop of corn.

The Pears East Grain Co., of Buchanan, Mich., was unable to operate the machinery of its elevator for a time, owing to the breakdown of the electric power plant.

By their purchase of the Miller Elevator and business, F. E. Kelsey & Co. have practically monopolized the grain business at Caro, Mich. The Harris Elevator was purchased by Mr. Kelsey some time ago.

F. H. Richardson & Co., of Fairgrove, Mich., have installed a force pump in the basement of their elevator, drawing water from a well, with outlets on each floor for connection to 75 feet of hose, as a protection against fire.

Hosie & Stellwagen, grain dealers of Wayne, Mich., have obtained an injunction from the circuit court to restrain the city from removing or in any way injuring the approach to their elevator. The building has been on the ground 21 years.

The results of two wheat experiments at the Michigan agricultural college have just been made public. It is proved that early plowing increases the yield of wheat $4\frac{1}{2}$ to $6\frac{1}{2}$ bushels per acre. In the test of yields five varieties showed marked superiority over others. Gold Coin was first, with a yield of 32.08 bushels per acre; second, Dawson, 31.95; third, International, 31.9; fourth, Fulcaster, 29.94; and fifth, Russian, 29.9. The latter is an especially desirable red milling variety.

The Michigan weekly crop report of Sept. 4 says: Corn cutting has been quite general in most sections and no doubt this work has been hastened at least two or three weeks by the August drought. The yields of corn, both in quality and quantity are much poorer than was expected four weeks ago. The dry, hot weather has blasted considerable buckwheat and generally the crop is not filling well. Late potatoes have made very poor progress and are very much in need of rain. Pastures are generally so brown and short that they afford scant fodder and much stock is being fed. In the upper peninsula the weather and crop conditions are very promising; pasturage is good and the

hay yield has been heavy. Oats, peas and spring wheat harvests are in good progress and the yields are very good.

MINNESOTA.

H. Briggs has completed his elevator at St. Peter, Minn.

Send us notices of new elevators, new firms and business changes.

One-half of the new wheat received at Minneapolis is grading No. 1.

Work is proceeding on St. John Bros' new elevator at Bigelow, Minn.

An elevator is being built at Utica, Minn., on the Winona & Western.

The Amboy Elevator Co., Amboy, Minn., has put in a 600-bushel hopper.

C. S. Fulton has been appointed a deputy grain inspector at Duluth, Minn.

Reinke Bros. are putting a gasoline engine in their elevator at Lake Wilson, Minn.

J. S. Edmon of Claremont, has taken charge of the elevator at Janesville, Minn.

J. W. Sullivan has been appointed chief state weighmaster at St. Paul, Minn.

The elevator at Beaver Creek, Minn., of the Hubbard & Palmer Co., is to be repaired.

The Alliance Elevator at Sherburn, Minn., has been raised and otherwise improved.

A new elevator has been completed at Vernon Centre, Minn., by the Peavey Elevator Co.

W. W. Sigler of Lake City, Minn., will have charge of the elevator at Zumbro Falls.

Thomas Churchill of Fountain will buy grain for Bartlett & Murrell at Preston, Minn.

Lewis Lawrentson will have charge of the W. W. Cargill Co.'s elevator at Albert Lea, Minn.

Experiments are being made at Minneapolis by the Peavey Elevator Co. with grain bins made of cement.

The American Malting Co.'s large elevator at Winona, Minn., will be managed by J. T. Williams of Wabasha.

James Slocum, formerly in the grain business at Young America and Slocum, Minn., died August 27 at Minneapolis.

Elevator E of the Consolidated Elevator Co., at Duluth, Minn., has been completed by the Barnett & Record Co.

Anthony Kasper's flat house at Glencoe, Minn., has been converted into a flat house with gasoline engine power.

The Minneapolis Chamber of Commerce has empowered the directors to investigate complaints of dividing commissions.

H. H. Neuenburg & Co. have purchased the Farmers Elevator at Miles, Minn., for \$2,450, and will buy grain at that point.

C. W. Oxley of Howard, S. D., is now buying grain at Lanesboro, Minn., for the W. W. Cargill Co., in the place of L. Parchman.

W. D. Sauls, of St. Charles, has rebuilt the Van Dusen elevator at Plain View, Minn., for J. Thompson, of Dover, the new lessee.

Calvin Young & Co., dealers in general merchandise at Lakefield, Minn., write that they intend to engage in the grain business.

A. E. Anderson, proprietor of the elevator at Whalan, Minn., will be assisted in the grain business by his brother, M. L. Anderson.

R. J. Hutchins, employed in the Pillsbury A elevator at Minneapolis, recent-

ly was injured so badly that his arm was amputated at the elbow.

D. A. McDonald & Co., of Minneapolis, have purchased the warehouse of J. U. Miner at Beacon, Minn., retaining C. L. Sawyer as local manager.

E. A. Brown of Luverne, Minn., has recently built new elevators at Hardwick and Jasper, Minn., and is making improvements at Little Rock, Ia.

A flax storage elevator, 50x100 feet, will be built at Minneapolis, Minn., by R. F. Brett, who is connected with the recently incorporated Western Linseed Co.

A. E. Gates has purchased and will conduct the elevator, coal and grain business of C. E. Bagley & Co., at Welcome, Minn., the latter retaining the stock business.

Governor Lind, in a recent letter to the newspapers, states that mixing houses are destroying confidence in Minnesota grades and the integrity of the inspection system.

The McNeal Grain Co., of Chicago, will open an office at Luverne, Minn., which will be connected with Sioux City by means of a private wire. Is this another bucket-shop?

The expenses of the Minnesota state weighing department for the past ten months have exceeded the receipts by over \$10,000. To overcome the deficit the charge for weighing has been increased from 15 to 20 cents per car.

At Walnut Grove, Minn., G. W. Van Dusen & Co. have put in a Fairbanks, Morse & Co. wagon scale; and Swoffer & McDonald have put in a similar scale with Savage & Love dump, and purchased a Fairbanks-Morse 6 h. p. gasoline engine.

The Duluth Commercial Record says: "Enough new wheat has come to market to determine fairly well the fact that we are in for a better milling wheat than the northwest has had for years, and a very much better wheat than last year."

The Minnesota Railroad and Warehouse Commission has appointed John Ellis chief assistant grain inspector at Duluth, and P. B. Swenson, of Minneapolis, scale expert, to succeed L. D. Berry, removed. Edward W. Knatvold, of Albert Lea, has been appointed chief deputy grain inspector at Minneapolis.

The W. W. Cargill Co., La Crosse, Wis.: Do not think 5 per cent of our crop in southern Minnesota is No. 1 Northern. We have received samples and returns from thrashers which are turning out miserably. Most of it no grade and will sell for about 60 cents Chicago. Have not seen any No. 1 wheat this year.

J. E. Stephens of Minneapolis has been appointed superintendent of a line of elevators for the Woodworth Elevator Co., of Minneapolis. Mr. Stephens was for many years employed by the Minnesota & Western Grain Co., nine years as wheat buyer at Bellingham, Minn., and one year in the same company's cleaning and mixing house at Grogan.

The Minnesota Elevator Co., of Winona, Minn., has purchased the W. W. Cargill Co.'s terminal elevator C at Winona, situated on the joint tracks of the C. & N.-W. and C. & St. P. railways. The present capacity of 75,000 bushels is to be increased to 150,000 or 175,000 bushels by the building of an annex. In addition to handling local grain from farmers, the elevator is to

be used as a cleaning and storage house. Modern cleaning machinery will be installed at once. The Minnesota Elevator Co. now has twenty elevators, and eleven new ones are in course of construction. W. B. Parsons is treasurer and manager.

G. W. McCutchen has the distinction of being the purchaser of the first load of wheat ever marketed at Winona, Minn. This was in 1856 and the grain was sold again in quantities running from a peck to a bushel and was used for seed. During his forty-three years' experience in the grain trade, Mr. McCutchen has paid as high as \$2.18 per bushel for wheat and as low as 45 cents. He was in the grain business before such a thing as a wharf was known on the upper river and he tells many a story of how he would get his grain piled on the bank and then spend an anxious hour trying to catch a boat by signaling with a hankerchief or a flag. Mr. McCutchen says he never takes a trip out west that does not surprise him, so fast are the people improving the country.

A party of Winona grain men took a trip in a special train over the Northwestern railroad recently to examine the crops. In the party were E. M. Weston, J. M. Northmore, H. C. Garvin, O. M. Botsford, W. B. Parsons, C. P. Russell, J. W. Bryant, H. G. Smith, C. M. Youmans, J. R. Marfield, H. S. Bolcom, G. H. Wedge, William Hayes, L. Schnell, F. E. Flanagan, R. E. Tearse, W. L. McCormick and Wm. McConochie, all of Winona; L. Virtue, of Owatonna; C. T. Goodrick and J. M. Moore, of Kasson, and J. D. Humiston, of Eagle Lake. A few others from the western part of the state and from South Dakota took part in portions of the trip. They say all grains, except wheat, will be an average right through. Wheat will run 11 or 12 bushels to the acre. This crop gave abundant promise early in the season, but the hot winds struck the wheat section about the middle of July and cut the yield down about one-third. In western Minnesota and Dakota the quality has been injured by the rains for the past two or three weeks. There have been light rains every two or three days, which have prevented stacking and threshing. The yield of barley is about the same this year as last year, but very little of it is of a bright color. All is colored more or less and probably none of it will grade up to No. 1. Oats are turning out about fifty bushels to the acre, which is a very good average yield. Flax is light, but the corn crop is immense.

NEW MINNESOTA GRADES.

No. 1 Hard Spring Wheat—No. 1 hard spring wheat must be sound, bright and well cleaned, and must be composed mostly of hard Scotch fife and weigh not less than 53 pounds to the measured bushel.

No. 1 Northern Spring Wheat—Must be sound and well cleaned, and must be composed equally of the hard and soft varieties of spring wheat, and weigh not less than 57 pounds to the measured bushel.

No. 2 Northern Spring Wheat—Must be sound, reasonably clean. This grade to include all wheat not suitable for the higher grades on account of smut, barley or too much king heads, cockle and oats, or any other defects, and to weigh not less than 56 pounds to the measured bushel.

No. 3 Spring Wheat—Shall comprise all the inferior shrunken spring wheat, weighing not less than 54 pounds to the measured bushel.

Note—Hard, flinty wheat, of good color, containing no appreciable mixture of soft wheat, may be admitted into the grades of No. 2 northern spring and No. 3 spring wheat, provided the test weight of the same is not more than one pound less than the minimum weight required by the existing rules for said grades, and provided further, that such wheat is in all other respects qualified for admission into such grades.

Rejected Spring Wheat—Shall include all spring wheat not fit for No. 3 wheat.

Note—Wheat containing admixture of rice or goose wheat will in no case grade higher than rejected.

Note—The amount of dirt in all wheat shall be determined by the inspector.

No-Grade Grain—Any wheat, corn, oats, rye, barley or flaxseed that is in a heated condition, too musty or too damp to be safe for warehousing, or that is badly bin-burnt, badly damaged or otherwise unfit for store, shall be classed as "no-grade," with inspector's notation as to quality and condition.

MISSOURI.

A fire at Bosley's elevator, Skidmore, Mo., was promptly extinguished with small loss.

The Memphis Elevator Co. has been incorporated at Kansas City, Mo., with \$2,000 capital stock.

Alton Richardson, Clinton, Mo., writes: I am not in the grain and hay business any longer.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

A candidate for appointment as Missouri state grain inspector is Augustin Gallaher, editor of the Modern Miller.

The grain committee of the St. Louis Merchants' Exchange recommends that No. 3 white oats be made the contract grade.

Brodnax & McLiney and John I. Glover of Kansas City has leased the new 160,000-bushel Memphis elevator at Kansas City, Mo.

W. C. Lamping, St. Louis representative of Ware & Leland, Chicago, has removed his private wire office to the second floor of the Merchants' Exchange.

The Chicago, Burlington & Quincy Railroad has given notice that all grain contained in its cars and not unloaded within 24 hours after arrival at Kansas City will be warehoused at owner's expense.

L. H. Evans, of the Richardson Grain Co., Kansas City, Mo., while riding on a stage in Colorado was seriously injured. A wheel came off and Mr. Evans jumped to save his life. One of his legs was broken.

The St. Louis Elevator, the largest and oldest in that city, was purchased at auction Sept. 5, by E. O. Stanard, a miller, in the interest of the bondholders of the Consolidated Elevator Co., who will probably operate the house.

Marshall & Michel Grain Co., of Joplin, Mo., are completing a new elevator, which will be ready for business about Oct. 1st. The house has a storage capacity of 25,000 bushels and will be fitted

ted out with the most improved machinery.

Z. O. Smith, formerly in the grain business at Kansas City, Mo., died recently at Los Angeles, Cal., of Bright's disease. Mr. Smith was the first member of the Board of Trade, and for twelve years was a partner of B. C. Christopher.

NEBRASKA.

John Lighe, of Manley, Neb., is erecting a grain elevator.

J. P. Gibbons & Co., of Overton, Neb., are rebuilding their elevator.

L. S. Loomer is building a 17,000-bushel grain elevator on his farm near York, Neb.

The White Elevator at Friend, Neb., is being remodeled at an expense of \$2,000.

C. R. Metzger, Platte Center, Neb.: We have a good crop of wheat in this vicinity.

A 25,000-bushel elevator is being built at Belgrade, Neb., by the Omaha Elevator Co.

A gasoline engine will be placed in the elevator at Wymore, Neb., of which William Craig has charge.

Elevators will be built at Sargent and Hawkins station, Neb., by F. M. Currie and J. H. Currie of Bradshaw.

Samuel Walker and J. M. Adams have purchased the Schofield Elevator at Waverly, Neb., of Samuel Reitz.

The Nye & Schneider Co., of Fremont, Neb., has bought the West Point business of the Crowell Lumber & Grain Co.

D. A. Stewart and George Milligan have bought land at Horace, Neb., on which they will erect a grain elevator.

Charles Howe has added additional bin room to increase the capacity of the Duff Elevator at Howe, Neb., by 3,500 bushels.

The member of the Nebraska Grain Dealers' Association who is not more than pleased with the benefits received from organization, would kick if he was the only grain dealer on earth.

W. H. Chambers, formerly secretary of the Grain Dealers' National Association and of the Nebraska Grain Dealers' Association, who has represented the Peavey Grain Co. at Omaha for the last year and a half, has been called to the Chicago office of the company, where he will have charge of the country business.

Secretary A. H. Bewsher is collecting information from the many members of the Nebraska Grain Dealers' Association for his third crop service report on the wheat and oats crop and upon the condition of corn. Profiting by experience he has prepared a list of 17 questions, each of which can be answered by a word, so the busy dealer can give all the desired information in a minute. It should bring many replies and result in the compilation of a valuable report.

NEW ENGLAND.

Eben D. Ammidown has purchased the grain business at Southbridge, Mass., of L. C. Prindle, in whose employ he has been for some time.

Edward P. Merrill, grain broker, Portland, Me., writes Sept. 6: Prices today on millfeed asked but no sales. are about thus: Spring bran, \$16; winter bran, \$16.50; winter mixed feed, \$17; Pittsburg red dog, per 100 for September shipment, \$18.60. The flour jobbing business in Maine is dying. The

western flour miller in the role of country peddler in Maine seems to succeed. The state of Maine dealer to-day is buying grain feed and letting millfeed alone. The dealer finds that in millfeed there is an export demand to be reckoned with. Foreign steamship lines leave Portland the coming winter as follows: Weekly service, Allan line to Liverpool, 23 steamships; Dominion line, 23; to London, Thomson line, 23; fortnightly, to Glasgow, Donaldson line, 11; Allan line, 11; to Bristol, Elder-Dempster line, 11; to Hamburg, Hamburg-American line, 11; to Antwerp, Leyland line, 11; total, 124 steamships.

NEW YORK.

Receipts of grain at Buffalo during August aggregated 15,561,000 bushels, a decrease of 4,500,000 compared with last year.

The New York State Commerce Commission has concluded its investigation of the causes of the decay of the grain trade.

It is said practically no buckwheat will be raised this year on the highlands in New York. The lowlands, forming only a small portion of the area, will yield a fair crop.

The Ellis Grain Dryer Co., of Milwaukee, Wis., has replevined a grain drier sold to the Russell & Birkett Mills at Penn Yan, N. Y., on a claim for \$650 against the defunct concern.

While playing in the Oaks Elevator at Covert, N. Y., where his father was employed, Miles Lewis, 13 years old, jumped into a hopper which was being emptied, thinking he would go through with the grain. He stuck in the spout and was suffocated.

NORTHWEST.

J. Wirkus has finished his 25,000-bushel elevator at Minto, N. D.

Walker & Mayer have completed their elevator at Bridgewater, S. D.

The new 95,000-bushel elevator at Clifford, N. D., has been completed.

J. H. Lockwood, mayor of Rugby, N. D., will build a 25,000-bushel elevator.

Miller Bros. have purchased and will operate the old Hand County elevator at Miller, S. D.

The new flax fiber factory of the Frech-Hicks Fiber Co., at Fargo, N. D., will soon be in operation.

The roof of H. O. Frank's elevator at Webster, S. D., was badly wrecked by a stroke of lightning. Loss, \$2,000.

Tyndall, S. D., will have eight elevators. M. Radak and J. T. Campbell each will build one, and a large elevator has just been completed by McCaull, Webster & Co.

Theodore Andrews, for two years manager of the Farmers' Shipping Association, Brookings, S. D., has resigned and will go on the road for E. A. Brown & Co., of Minneapolis.

Six flax fiber mills were built in the Northwest by the Northwestern Tow & Fiber Co. Three have been completed, at Sheldon and Moorhead, Minn., and Amenla, N. D., and the others will be in operation this fall.

A. E. Conner of Arlington, S. D., writes: The Atlas Elevator Co., of Minneapolis, is repairing its elevator at this station, and putting in gasoline engine and dump scale. Adam Roghl & Co. are building a new 25,000-bushel elevator at Arlington. Carlson Bros. have begun work on the foundation of

a mill in this town of 100 barrels capacity.

Fire at Carrington, N. D., Sept. 2, destroyed two elevators, one owned and operated by Andrews & Gage, and one owned by the Brooks-Griffiths Co., and operated by Johns & Powers. Loss, \$7,000; partly insured.

OHIO.

Go to Columbus, Sept. 19.

Jacob F. Hess has succeeded Jacob F. Hess & Co., grain dealers at Cincinnati, O.

Forty miles of the Columbus, Lima & Milwaukee are nearly completed between Lima and Defiance.

Reichelderfer Bros., grain dealers at Amanda, O., are hampered in their shipping business by a shortage of cars.

J. F. Bryant, of Frankfort, O., has just completed a new up-to-date elevator, and will deal in grain, seeds and coal.

Advise Secretary J. W. McCord, 358 North High street, whether or not you will attend meeting at Columbus, September 19.

Every regular dealer will be welcome at the Columbus meeting Sept. 19, and his duty to his business will require him to be present.

Joseph Sherck, of Bellevue, has purchased the elevator at Colby, O., owned by Joseph Houff. The business will be continued as formerly in charge of John Reitz, of Fireside.

Raymond P. Lipe, of Bryan, O., writes us: I am figuring on building a small elevator here, and will consider it a favor if you will send me the names of parties who can furnish plans.

The meeting of the Ohio State Grain Dealers' Association will be called to order at 10 A. M. sharp Tuesday, Sept. 19, in the Board of Trade Auditorium, East Broad street, near High Columbus. Be on time.

Erwin Bros., of Xenia, O., have purchased the elevator business of Little & Co., at Oldtown, O. C. H. Little and Foss Zartman, formerly of Snider & Little, Xenia, O., will embark in the grain brokerage business Sept. 15, at Xenia, O.

F. L. Smith, of Sherwood, O., informs us that the new mill erected there is in the hands of court. Mr. Smith has purchased the Hancock county right of the Dewey Grain and seed cleaner and purifier, but has not been able to do much, having been sick abed for two weeks with fever.

Ohio dealers should work together and organize a strong state association like the dealers of other states have done. It has proved very profitable in other states and with such deplorable conditions as exist in the Buckeye state a strong state association should prove doubly profitable.

Blowing wheat here costs one-half cent per bushel. The elevator company makes this charge. The wheat is ordered blown by the grain inspector, who is appointed by this exchange. Firms here have nothing to do with the blowing, unless of course they think that the wheat does not need blowing, in which case they can appeal to the chief inspector or to the inspection committee. Inspectors do not order wheat blown unless it is necessary. When grain is blown there are two inspection charges, one for inspecting the wheat in the car, and one for inspect-

ing it as it comes from the blower.—J. F. Zahm & Co., Toledo.

The Toledo insurance underwriters have made several recent inspections of the seven elevators in that city. The Toledo board gives all a clean bill of health, stating that their condition has been very much improved. Some changes have been asked by the board, and it is stated that these will be consummated. Continuing, the report says: We trust by frequent inspections to have them kept in such condition as will be perfectly satisfactory to the fire companies carrying lines on buildings and contents.

Joseph N. Willson, agent of the Union Iron Works, at Washington Court House, O., has recently made the following sales of Western machinery: To Lamb, of Hookers, a Western Sheller and Cleaner; Motz & Co., Pierce, O., repairs; to Worthington, of Plain City, new sheller and repairs; to Hall & Taggart, of Plain City, who are remodeling their house, repairs. O. T. O'Hara, Lockbourne, who is remodeling; Perrell & Lewis, of Bowersville, and P. F. Keenan, who is converting the Oldtown mill into an elevator, have bought Western machinery through Mr. Willson.

J. W. McCord, Columbus, secretary of the Ohio State Grain Dealers' Association, informs us that the board of managers and officers of the association, after carefully looking over the excellent work now being done by the local and district organizations throughout the state, and with the idea that we can give them support, have decided to call a meeting of the association, to be held in Columbus, Sept. 19th. At this meeting matters of importance to the trade and to the local associations will be considered, uniform lines of government, methods of settling grievances through an arbitration committee, plans for more effectually barring the scoop shovel buyer and other objectionable competition, transportation matters, grading, weighing, etc., will all be thoroughly discussed. We feel sure that this meeting will result in great benefit to every legitimate dealer, and that each will be amply compensated for the time and expense incurred in attendance. Every legitimate dealer in the state is earnestly invited to attend. If you are not already a member of this organization, or a member of a local or district association, it is all the more important that you attend and see what is now being done, and what can be accomplished by thorough organization. If you are already a member of this or any local or district association, you know the needs of uniform and concerted action, through the state organization, along the line of broad and effective work in the larger details, that can be more successfully handled by united effort. We hope to have your hearty co-operation in placing organized work on a higher and more useful plane, such as will insure reasonable profits to the trade, protect our interests from unjust discrimination in freight rates, dishonest methods of weighing, grading, evading contracts, etc.; and also to assist and strengthen the local and district associations, providing for them a means of fair arbitration outside of their own membership, preventing the disruptions which so frequently occur in initial association work. In looking over the good work now being done in our sister states—In-

diana, Illinois, Iowa and Nebraska—we feel that Ohio should receive, through effective organization, at least a part of the great benefits to be derived from such an organization as we should be able to construct on the foundation of our old state association, now over twenty years in existence.

PACIFIC COAST.

S. Armstrong will build a warehouse at Summit, Wash.

The Echo Warehouse at Tekoa, Wash., has been purchased by A. Cohn.

The Columbia Wharf & Warehouse Co. has been incorporated at Portland, Ore.

A large warehouse is being built at Waverly, Idaho, by the Pacific Coast Elevator Co.

Lucas Bros., of Spangle, Wash., are constructing a grain warehouse of 80,000 bushels capacity.

The Pacific Coast Elevator Co., of Portland, Ore., has bought G. D. Brown's warehouse at Tekoa, Wash.

The larger portion of the new wheat received at Stockton, Cal., is being received by wagon instead of rail.

At Dayton, Wash., the O., R. & N. Co. is building a warehouse, 50x200 feet, for the use of the Portland Mills Co.

The Northern Pacific Railway is building a 100,000-bushel warehouse at Moscow, Idaho, making seven at that point.

The first vessel to load 1899 grain at Tacoma was the ship Forteviot, which arrived Aug. 10, under charter to Balfour, Guthrie & Co.

A big cargo of grain bags arrived at Portland recently on the overdue vessel, Macduff, but prices held stiff, the cargo being controlled by the syndicate.

Fire at Cottonwood Creek, Idaho, Aug. 8, destroyed the warehouse of J. H. Wann, together with 13,000 bushels of wheat, 10,000 of which belonged to farmers and was uninsured.

The burned warehouse at Elberton, Wash., is being rebuilt by the Farmers' Warehouse Co., which has enlarged its warehouse at Oakesdale and will put in a gasoline engine and cleaner.

Aaron Kuhn of Colfax, Wash., has purchased and will operate the grain warehouse of Dernham & Kaufman at Moscow, Idaho, on the O., R. & N. track, the largest warehouse in Moscow.

The recently incorporated Spokane Grain & Milling Co., of Latah, Idaho, will control warehouses at Latah and Lovell, Idaho, and Topeka, Fairfield and Waverly, Wash. The incorporators are J. G. White, B. F. O'Neill and D. T. Ham.

J. M. Lawrie, the deputy grain inspector at Seattle, Wash., thinks the farmers will hold their grain for better prices, and the most of that received in Seattle during September, unless prices should materially advance, will be for storage purposes. The growers are in fine circumstances for holding their wheat until they choose to sell, being reinforced by the profits of the last two crops, and the inspector holds that they will not unload until they are satisfied that they are getting the best price that will be offered, even if they have to pay storage until next spring.

PENNSYLVANIA.

L. F. Miller & Sons, of Philadelphia, report they are having a big demand for No. 1 timothy and mixed hay in small and large bales, from interior as well as city trade. They request that

shippers consult them before making shipments.

Elijah Cattell, formerly of A. G. Cattell & Co., grain exporters, of Philadelphia, Pa., died Aug. 31, aged 84 years. He leaves a large estate.

SOUTHEAST.

John W. Peak, of Illinois, contemplates building a grain warehouse at Brownsville, Tenn.

H. D. Hayward of Kansas City, was in New Orleans recently, arranging for the exportation of a large quantity of wheat this season.

The Alabama Mill & Elevator Co. has been incorporated at Birmingham, Ala. Capital stock, \$10,000; incorporators, J. R. P. Durham and others.

J. T. Caldwell, southeastern agent of the Millers' National Insurance Co., is spending some time in the home office during the illness of Assistant Secretary H. B. Horton.

The R. T. Morrison Grain Co., of Kansas City, Mo., has leased the elevator on the Louisville & Nashville Railroad at Pensacola, Fla., having a capacity of 500,000 bushels, with a view to conducting an export grain business.

Charles F. Orthwein's Sons, of St. Louis, and the Illinois Central Railroad, have made a deal whereby a large quantity of grain will go to Europe by way of New Orleans. The firm has leased three of the four Illinois Central elevators at that port.

W. B. Rucker, Paint Lick, Ky., Sept. 6: Wheat was half a crop in this section, the quality being good. The growing corn crop is good, but will be about one-third short on account of the extreme hot and dry weather, which lasted several weeks in Kentucky.

South Carolina farmers are turning away from cotton to tobacco and wheat culture as a surer means of getting out of the ground a fair return for the seed they sow, and the labor they expend on it. The cultivation of wheat has been so successful that the acreage sown will this year be nearly doubled.

SOUTHWEST.

The old Archer grain elevator at Wheatland Station, Colo., was burned Aug. 25.

Construction of the A., T. & S. F. new line between Guthrie and Pawnee, Okla., has been begun.

D. Funk, of Newton, has the contract to build an elevator in connection with a new mill at Blackwell, Okla.

TEXAS.

W. L. Shipp of Rodgers, Tex., will build a grain house in the near future. Captain C. H. Evans, of Galveston, has been appointed grain inspector at Port Arthur, Tex.

Carmody, Peters & Boss, of Caddo Mills, Tex., will probably build a large warehouse this coming season.

W. L. Shipp, Rodgers, Tex., Aug. 29: Corn crop good; cotton sorry. Wheat and oats have about all been marketed.

J. M. Smith, Nevada, Tex., Sept. 1: Grain is not as good as once thought. Corn, light, but acreage more than ever before.

Pittman & Harrison, Sherman, Tex.: We have become very much attached to the Journal and look for each issue with a good deal of interest. Trust that you have worked up a good subscription list

in our association, as we feel that every member should take the Journal.

H. D. Hayward of Kansas City, Mo., will be represented in the export business at Galveston, Tex., by J. J. Reymershoffer's Sons.

J. M. Smith of Nevada, Tex., informs us that he is building a grain house and entering the grain business anew. Moore & Rollow will build an elevator.

J. M. Osborne, Eddy, Tex., Aug. 29: New corn is being gathered and some is coming in. Cotton one-half short of June calculations. No rain here since July 3.

Join the State Association, help the regular trade and make Secretary Crenshaw happy. It pleases every one to know his efforts in behalf of the trade are appreciated.

Plans for the 150,000-bushel elevator of Chas. Orthwein's Sons at Fort Worth, Tex., have been prepared by John S. Metcalf & Co., of Chicago. An 8-acre site between the Rock Island and Denver tracks has been acquired.

J. G. Hargrave & Son, Brownwood, Tex., Sept. 1: Oat crop in this section almost total failure; wheat very sorry; corn light, but a surplus made. Cotton, bale to five to fifteen acres. Drouth continues with no prospect of rain.

J. M. Osborne of Eddy, Tex., informs us that Seley & Early of Waco are building an up-to-date granary at Eddy, with a new sheller outfit. J. I. Campbell, & Co., of Houston have just completed a large grain warehouse on the M., K. & T. right of way.

Carmody, Peters & Boss, Caddo Mills, Tex., Aug. 30: Our farmers are preparing to increase their grain crop in 1900; there will be a large increase in wheat. This season's oat crop is about all out of the farmer's hands. The oat crop has been profitable to farmers in this section this year.

The J. B. Knotts Grain Co., of McKinney, Tex., writes: The Collin County Mills and a part of their elevators here were burned on Aug. 18 or 19. Both corn and wheat mills were destroyed. We understand they intend rebuilding at once. These mills were on the H. & T. C. R. R. The Collins County Mill & Elevator Co. is also building a warehouse on the S., S. & S. R. R. at this place.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, states that the exports from that port during August were 2,068,000 bushels of wheat and 244,000 bushels of corn, against 941,000 bushels of wheat and no corn during August, 1898. The grain was taken in 17 vessels, all laden with wheat, and six with part corn. All but one Liverpool cargo was destined for the Continent.

W. O. Brackett & Co., of Sherman, Tex., write: We are building a corn elevator at Tom Bean, equipped with corn sheller of capacity 400 bushels per hour, also a chop mill. As we already have an oat warehouse at same place we are putting in a clipper also. Motive power, 30-h. p. steam engine. We have spared no pains nor expense to make the plant complete and up-to-date in every particular and expect very satisfactory results.

The Executive Committee of the Texas Grain Dealers' Association held a meeting at Ft. Worth, Tex., August 31 and decided to call a special meeting of the Association at Dallas September 9, to consider the action of Seley & Early of Waco in opposing the Association's petition for a 15 cent rate on oats to

Mississippi river gateways, and take action on the application made to the State Railroad Commission for a 12½ cent rate on oats in Texas.

Smith & Baker, Rockwall, Tex., write: We are now building our elevator, capacity 12,000 bushels, equipping it with one h. p. Fairbanks-Morse gasoline engine and one 16-h. p. same make, one feed or chop mill Scientific, one new process duless sheller and cleaner combined, one new method oat clipper, 200 bushel hopper scales, dump and all, and everything that it takes to make complete the convenient grain elevator. There will be built also, at Whitewater, Tex., one elevator by McMillan & Murray, and one by Stone & Head.

Bennett & Sheppard of Kaufman, Tex., write that they are completing their corn sheller plant, which will be one among the best, if not the best in plant of its kind in the state, their capacity being 2,000 bushels per day and only taking the labor of three men to operate it. They have two-fold capacity for handling all the corn that will be marketed at their town this season. Bennett & Sheppard extend their sincere thanks to Ira Twist of Springfield, Ill., for his plans for the construction of their plant given by him to their Mr. Sheppard at the Fort Worth convention.

APPEAL FOR LOWER RATES ON OATS.

The transportation committee of the Texas Grain Dealers Association presented a petition to the state railroad commission August 27 from which we take the following: The Grain Dealers Association begs respectfully to represent to your honorable body:

That there is now in the state of Texas 6,000,000 to 8,000,000 bushels of surplus oats.

That there is no export demand or market that can be reached for these oats.

That these oats can not be shipped to northern markets on account of distance and consequent high freight rates.

That the only substantial outlet we have had for our surplus oats for the past twenty years has been the southern states east of the Mississippi river.

That the freight rates to these southern states are based on the rate to the Mississippi river gateways at Memphis, Vicksburg and New Orleans.

That Texas common point territory is nearer two of these gateways than any oat-producing territory in the United States, and as near to Memphis as Kansas City and the best oat-producing sections of Missouri and Kansas.

That the grain rate from this oat-producing section of Missouri and Kansas to Memphis is 15 cents per 100 pounds, while the grain rate from Texas common point territory is 20 cents per 100 pounds to all Mississippi river gateways, making a difference or discrimination of \$16.00 per car against Texas oats.

That two prominent railway systems of Texas (the Missouri, Kansas and Texas and the Gulf, Colorado and Santa Fe) participate in and publish this 15-cent rate from points on their respective lines in Missouri and Kansas to Memphis.

That we had the promise of a 15-cent rate to New Orleans, conditioned that we would obtain a statement in writing from the railroad commission of this state that such reduction would not be used as a reason or basis for reducing local state rates.

That we obtained this letter or statement from the commission, and the same was accepted as satisfactory by the railway promising the reduction or 15-cent rate to New Orleans.

That the promised reduction was refused on the grounds that other Texas lines declined to join in it.

That we then appeared before a meeting of all the Texas traffic agents at Dallas, and after showing all these facts, and the further fact that the Missouri, Kansas and Texas and the Santa Fe quoted a 15-cent rate to Memphis from 227 stations in eastern and southeastern Kansas and western and southwestern Missouri, we were refused the relief necessary to enable us to move our oats by these gentlemen, who demanded that we show that any oats are being shipped from these 227 stations in Missouri and Kansas at the 15-

cent rate published in tariffs issued by the two railways named.

That we have complied with every reasonable demand of the Texas railways and have exhausted every available resource.

That we are left absolutely without relief or remedy, and while we appreciate the fact that the commission has no jurisdiction over interstate rates, we ask that you give us a flat 12½-cent rate, covering corn, oats and hay, to apply over the entire territory of Texas, without differentials to any points, so we can distribute as many as possible of these surplus oats over the non-producing sections of the state at prices that will encourage and increase their consumption.

That we would prefer no disturbance in local state rates, if we could possibly find an outlet for our surplus grain otherwise.

That we respectfully ask your careful consideration of the premises, and such relief as in your judgment and fairness you may think conditions justify.

WISCONSIN.

The yield of oats in Wisconsin is disappointing, but that of other small grain is fair.

Gustave Bretkreuz, of Chicago, is considering the erection of an elevator at Beaver, Wis.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

O. Z. Bartlett, the Milwaukee grain dealer, has been presented with a Brazilian monkey by a friend, of Galveston, Tex.

The W. W. Cargill Co., of Green Bay, Wis., is rushing work on the second annex, of 600,000 bushels capacity, to its elevator.

Anton Peterson will continue to buy grain at Pepin, Wis., for Larson & Swanson, who have leased the Stahl warehouse for another year.

C. C. Rogers, grain dealer of Milwaukee, Wis., is visiting Mt. Clemens, Mich., in hopes of a cure of ivy poisoning, of many years standing.

The capacity of its elevator at Manitowoc, Wis., now 1,500,000 bushels, will be doubled by the Northern Grain Co. Material is arriving for the annex.

Lytle & Stoppenbach, of Jefferson Junction, have purchased the elevator at Oakfield, Wis., and will put in a gasoline engine and other improvements.

J. Goetter & Co., of West Bend, Wis., have thoroughly overhauled the interior of their elevator and put in new machinery, driven by a 16-h. p. gasoline engine.

While unloading grain at the elevator at Sun Prairie, Wis., George Schenecker's wagon broke down and was drawn over him by the runaway team, breaking several ribs.

A seat on the Board of Trade of Superior, Wis., has been purchased by the Grain Growers' Association of Minnesota, and an office will be opened for selling the grain of the farmers.

The reorganized Empire Elevator Co., of La Crosse, Wis., and Minneapolis, has elected E. N. Osborne president; John D. McMillan, vice president; Charles Case, secretary, and George Case, treasurer.

The Northern Grain Co., of Manitowoc and Chicago, is erecting a grain elevator on the Wisconsin Central at Chippewa Falls, Wis. The building will be 24x24 feet and 50 feet high. Power will be furnished by the Chippewa Falls Water & Light Co.

It is alleged that an understanding exists between the three leading elevator companies of Wisconsin to divide territory and set prices. It is also alleged that reduced railroad rates enable

them to bid country prices higher than the receivers at Milwaukee and Chicago, thus cutting the latter out of the business. The concerns complained of are the Cargill Elevator Co., Green Bay; Northern Elevator Co., Manitowoc; and the Milwaukee Elevator Co., Milwaukee. E. P. Bacon, of E. P. Bacon & Co., grain commission merchants of Milwaukee, says: There is nothing that Milwaukee commission men can do to forestall the injury that is being inflicted on their business. The shippers may be intimidated by the elevator companies, but there is no law to prevent it. The companies have a right to combine, and what they are doing is perfectly legitimate business. All we can do is to use arguments to induce the shippers to send their grain to us, in the hope that they may secure better prices for it.

SUITS AND DECISIONS

The commissioner of internal revenue, G. W. Wilson, in a recent decision has ordered that banks must not affix stamps to unstamped checks presented, and must return to the drawer any unstamped check presented for payment.

Where goods are shipped under a verbal agreement, before any written contract or bill of lading has been tendered to the shipper, the subsequent acceptance of a bill of lading, without assenting to its conditions, will not bind the shipper. *Supreme Court of Illinois, M. D. T. Co. vs. Furthman, 36 N. E. Rep., 615.*

A note given for his share of the loss on a quantity of wheat bought on a margin is good notwithstanding the plea that it is a gambling contract, the sellers having intended to make actual delivery. A finding that the note was not founded on a gambling contract will not be reversed. *Fisher vs. Fisher, Appellate Court of Indiana, 36 N. E. Rep., 296.*

Karl E. Oppen has brought suit against the Bosch-Ryan Grain Co., of Davenport, Ia., for \$625, the balance due on a year's salary. He claims he was hired by the company as a grain buyer on Aug. 1, 1898, at a salary of \$1,500 for the year, and performed his work faithfully until Feb. 12, when he received notice that his services would be dispensed with after March 1.

A clause in a bill of lading that claims for damage must be made in writing, and, if delayed for more than 30 days after delivery, the carrier shall not be liable, is waived where the station agent was verbally notified within the time prescribed, and he notified the carrier, and after the expiration of that time the freight claim agent, on having his attention called to the matter, wrote the claimant that he could find no record of the claim, and asked for certain papers in case a "regular" claim had not been presented, and expressed the company's willingness to make prompt adjustment if it should be found liable. *Falkenberg vs. Erie R. Co., 59 N. Y. Supp., 44.*

Wheat experiments at the Stillwater, Okla., stat on show the largest average yields during the past four years have been from Sib'ey's New Golden Missouri, Blue Stem, Nigger and Early Red Clawson. Eleven varieties gave an average yield for the four years of 28.5 bushels per acre.

THE SUPPLY TRADE

Union Iron Works, Decatur, Ill., write: We are having an excellent trade and it keeps us kicking to keep up.

H. W. Allen, of Silver Creek, N. Y., is now proprietor of the Excelsior Works, formerly run by Aug. Heine.

The Chas. A. Stickney Co., of St. Paul, Minn., has filed articles of incorporation with a capital stock of \$25,000, to manufacture gasoline engines.

The Webster Mfg. Co., of Chicago, will have an exhibit of its elevating and conveying machinery at the Philadelphia exposition which is to be held Sept. 14 to Nov. 30, 1899.

The A. E. Baxter Engineering and Appraisal Co., Buffalo, N. Y., recently secured the contract for the erection of a 50,000 bushel steel storage plant for Theodore H. Waterman, of Albany, N. Y.

The King & Hamilton Co., of Ottawa, Ill., had a large exhibit of power shellers and pioneer wagon dump and elevator at the Iowa State Fair, Des Moines. The exhibit was in charge of A. J. Bennett, I. T. Enlow and R. M. Moody.

The S. Howes Co., Silver Creek, N. Y., recently furnished the Pillsbury-Washburn Flour Mills Co. with a complete washing and drying outfit. The prevalence of smut in the northwestern wheat this season makes it imperative that the grain be washed before being milled.

Form 78 catalog of pumping machinery, air water lifts and air compressors and form 79 catalog of well sinking machinery and gasoline engines as manufactured by The American Well Works of Aurora, Ill., are full of information for those intending the purchase of such machines and will be sent free for the asking.

A very neat sixty-four page catalog has been issued by the Joseph Dixon Crucible Co., of Jersey City, N. J., describing and illustrating Dixon's Graphite Productions from its crucibles and silica graphite paint to its popular brands of pencils. The catalog is bound in an artistic colored, flexible cover of neat design.

The Chicago Underwriters' Association delegated a committee recently to examine the Hess Pneumatic Grain Drier. Upon a favorable report by that committee, the drier was officially approved by the association and its use permitted without extra charge. This brings additional laurels to the Hess company, its drier having the distinction of having official sanction.

The Nordyke & Marmon Co., of Indianapolis, Ind., recently moved into its new millwright shop. This is a two story structure 250x55 feet and of slow burning construction. A new brick building for a lumber dry kiln and lumber storage is also nearing completion, and ground is broken for another brick building which, when completed, will be 60x100 feet three stories high.

If you have salesman on the road, advertise; if you have branch houses and agencies, advertise; if you sell direct to the consumer from your manufacturing plant, advertise. An advertisement not only acts as an introduction for your goods but brings you business. An advertisement paves the way for your traveling salesman, you must keep your name and goods constantly

before possible buyers if you wish to sell them.—Strong.

The Edward P. Allis Co., being overcrowded with work in its shops at Milwaukee, Wis., has made arrangements whereby some of its engine building, for the present, will be done by the Lake Erie Engineering Works, of Buffalo, N. Y. This company has one of the best equipped plants in the country and can be relied upon to keep up the high standard of workmanship required by the Allis Co.

GRAIN CARRIERS.

The Trans-Missouri Traffic Association held a meeting at Kansas City Sept. 5, 6 and 7.

Grading is proceeding on the Gulf & Manitoba from Redwood Falls to Beaver Falls, Minn.

Chicago lake rates have advanced to 3¼ cents, with little business, the pace being set by the ore trade.

The Burlington, Cedar Rapids & Northern is to build 125 miles of road from Worthington, Minn., to Canova, S. D.

Rumor has it that the Great Northern Railway will route its grain shipments east via the Baltimore & Ohio, through Fairport, O.

Wages of grain trimmers at Milwaukee have been advanced 25 cents per thousand, the pay now being 75 cents for single and \$1.00 for double decked vessels.

Grain cargoes loaded at Toledo this season unfortunately run short when delivered at destination. Cases of over-run are few and far between.—Marine Record.

The Illinois Central Railroad has received 500 new grain cars, 40 feet long, 8 feet 5 in. wide and 7 feet 4 in. high inside, to be used in hauling grain to the south.

The Duluth lake rate was marked up early in September to 5¼ cents on wheat. Ore shippers are the active bidders, as they have been since the season began.

The Southeastern Mississippi Valley Traffic Association has restored the re-shipment basis on grain originating on and west of the Missouri River from East St. Louis to one cent per hundred pounds, East St. Louis to Cairo, when destined southeast.

The eastern lines have agreed to meet the reduction of 2 cents per hundred pounds made by the Michigan Central on oats to the seaboard. As some of the lines are suspected of making secret reductions on other kinds of grain it is expected that rates on all grain will be reduced openly.

The marine underwriters of New York have consented to the storage of oats in bulk between decks on Atlantic cargo vessels during the summer. They have concluded that if heavier grain is stored below oats will not shift enough to place vessel in danger during the summer months.

All grain rates will be advanced Sept. 18, on the basis of 20 cents, Chicago to New York, an increase of 2½ to 3 cents. This is the highest rate in three years during the season of navigation. Export rates via New York on corn, barley, wheat and rye will be 15 cents from Mississippi River crossings, 14½ cents from Peoria and 14 cents from Chicago; on oats, 17, 16½ and 16

cents per hundred, respectively. Some shippers claim the proposed advance is all humbug, and that rates are marked up solely with a view to cutting later, in favor of large shippers.

It is said that two leading exporters have contracts for the movement of a very large and unknown quantity of grain over the Lehigh Valley and the New York Central. It is claimed by the officials of the roads that the contracts were closed before the agreement to advance rates was made.

A. Fred Brown, export grain dealer of Boston, Mass., visited Winnipeg, Man., recently, together with an official of the Canadian Pacific Railway, which expects to handle a large quantity of grain for export via the Boston & Maine Railroad. The high lake freights which will prevail this fall give the all rail route an excellent opportunity.

A new steamship line out of Mobile was placed in operation Sept. 1. The Horsley Steamship Co., of Great Britain, the Mobile Steamship & Terminal Co., the Mobile & Ohio and the Southern Railway have combined to establish the line, and its success is assured in advance. Mobile has splendid dock facilities. An attempt will be made to capture a large share of the export grain trade.

A NEW GRAIN CONDITIONER.

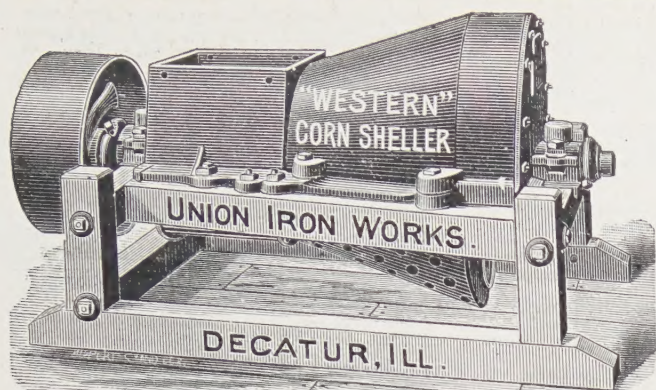
The Hess Warming and Ventilating Company is out with a new Grain Conditioner on the lines of their well-known Pneumatic Grain Drier. The purpose of this device is to cool and deodorize heating grain, and to prevent deterioration of grain.

It is not a drier, though it may be used as such during warm, dry weather, but is intended to air grain and overcome its tendency to get out of condition. It is made entirely of steel and cast iron, and may be set anywhere within the elevator or in an elevator bin. It can be erected by any handy man and will not affect insurance rates, there being no heat used in connection with it.

It requires small power, and little attention. The grain is handled gently and will not be broken up, as it is by transferring by the usual method. If desired a considerable portion of the dust and chaff of the grain may be removed by its operation.

The low price of the machine and its large capacity will insure its ready welcome by elevator men. The company's office is at 708 Tacoma Bldg., Chicago, and all inquiries should be addressed to it.

Imports into the United Kingdom during the seven months ending Aug. 1, as compiled by the Corn Trade News, have been (in quarters of eight bushels): Wheat, 38,911,000; corn, 35,207,000; oats, 8,277,000; barley, 9,427,000; peas, 1,341,000, and beans, 1,067,000; compared with wheat, 38,142,000; corn, 35,769,000; oats, 8,651,000; barley 10,877,000; peas, 1,111,000, and beans, 1,169,000, during the corresponding months of 1898. For the corresponding period of 1897 the imports were: Wheat, 37,299,000; corn, 33,807,000; oats, 9,282,000; barley, 9,456,000; peas, 1,547,000, and beans, 1,344,000 quarters.



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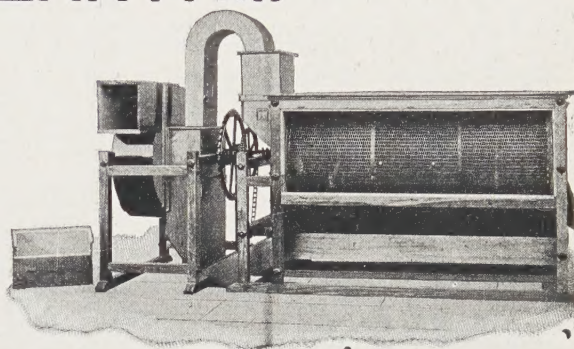
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Cash Assets, \$656,566.76

Furnishes reliable insurance on modern elevators and their contents at about one-half the rates charged by stock companies. If your elevator risk is up to our standard we can make you a handsome saving on your insurance. Full information and financial statement cheerfully furnished. Address the

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The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

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Perforated Metal For Grain Cleaners



Rubber Stamps...

Of all kinds, Inks, Pads, Stencils,
Steel Dies and Seals. Write to
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S. D. CHILDS & CO., CHICAGO.

The SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

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28 and 30 Abbott Court, Chicago, Ill.

Write for Circular.

Mention Grain Dealers Journal.

DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

WM. B. GALLAGHER,
72 Pearl Street, - - BUFFALO, N. Y.

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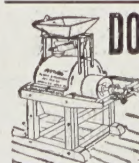
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is our business.

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by feeding it whole, when you may save it all by grinding.
VERTICAL BURR STONE MILLS
grind all grains fast, fine and easy. Largest capacity of any mill its size. Minimum power. Also make Oat Clippers, Engines, Boilers, Pumps, etc. Send for free catalogue, "B"
CHAS. KAESTNER & CO.
241 S. Jefferson St., Chicago, Ill.

The Cramer Grain Distributor and

Indicator For Country Elevators.
Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers, Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.

SEAMLESS COTTON GRAIN BAGS. MILWAUKEE BAG CO. - MILWAUKEE, WIS.

REGULAR DEALERS OF IOWA.

In addition to the names and addresses of regular grain dealers of Iowa which were published in the Grain Dealers Journal for February 25, May 25, June 25, July 10 and 25, and August 10, we have received the names given below. Regular dealers will confer a favor by sending us corrections and additions should they discover any errors or omissions. Other names will be published in future issues:

Radcliffe, Ia.—F. L. Howe & Co., eltr., 155m.; Interstate Elevator Company, eltr., 45m.; J. & H. Himmel, eltr. and cribs, 35m.
 Ralston, Ia.—William Knox; Nicholson Bros.
 Randalia, Ia.—Mabon & Thayer.
 Randall, Ia.—C. P. & G. P. Christianson, eltr., 30m.
 Randolph, Ia.—F. M. Campbell, eltr., 20m.; S. T. Rhodes.
 Raymond, Ia.—O'Connor Bros. & Co.
 Reasnor, Ia.—W. O. Wilson & Co., eltr., 30m.; C. Counselman & Co., eltr., 30m.
 Redfield, Ia.—G. W. Armfield.
 Red Oak, Ia.—E. M. Stevens & Co., eltr., 20m.; R. A. Stevens.
 Reinbeck, Ia.—Martin Cook, eltr.; Mitchell & Ehlers, eltr.; Stewart & Moller, steam eltr.
 Rensen, Ia.—J. F. Brucher; Carrington, Hannah & Co.; Eichorn & Ahmann; Peavey Elevator Company.
 Renwick, Ia.—H. Keeney & Son; Northern Grain Company; F. Southwick.
 Rhodes, Ia.—George Gilbert.
 Riceville, Ia.—Hunting Elevator Company.
 Richland, Ia.—A. F. Bridger.
 Rippey, Ia.—Johnson Bros., steam eltr., 30m.; Roberts & Harris, steam eltr., 30m.
 River Junction, Ia.—W. T. Kelso.
 Riverside, Ia.—J. Fesler & Son.
 River Sioux, Ia.—Murray & Ellis.
 Riverton, Ia.—J. B. Samuels, eltr., 12m.; Central Granaries Company, eltr., 8m.
 Robertson, Ia.—J. S. Smith, eltr.
 Rock Falls, Ia.—Helm & Calvert; William Panhurst.
 Rockford, Ia.—Farmers' Exchange Company; Rockford Elevator Company; Jas. Murray.
 Rock Rapids, Ia.—Carrington, Hannah & Co.; Hubbard & Palmer Company; Peavey Elevator Company; Peters & Whitaker; Roach & Keck; W. H. Lunt.
 Rock Valley, Ia.—Hunting Elevator Company, eltr., 20m.; N. P. McLain, eltr., 15m.; Terwilliger & Wright, eltr., 20m.; Spencer Grain Company, eltr., 20m.
 Rockwell, Ia.—Farmers' Incorporated Co-operative Society; A. A. Moore.
 Rockwell City, Ia.—W. S. Dubois; B. F. Owen; J. & W. C. Shull; Fred Strong & Co.; Warren Grain Company.
 Rodman, Ia.—M. L. Fritz; A. A. Moore.
 Rodney, Ia.—W. C. Johnson.
 Roland, Ia.—Johnson & Swenson.
 Rolfe, Ia.—B. F. Markin; E. R. Wiswell, eltr.; Charles Counselman & Co., eltr.; Northern Iowa Grain Company, eltr.
 Roscoe, Ia.—J. Barton, eltr.
 Rose Hill, Ia.—H. C. France & Co.; Charles Counselman & Co.; L. M. Bacon & Co.
 Ross, Ia.—Robert Henderson, eltr.; Leet & Reed; Stewart Grain Company; J. F. Luse, steam eltr.
 Rowan, Ia.—S. B. Heath & Son; Shaner & Fowler.
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 St. Ansgar, Ia.—John Bartell; C. Fedson.
 St. Charles, Ia.—Iowa Grain & Produce Company, elevator.
 St. Mary's, Ia.—Frank Hennes; Iowa Grain & Produce Company, eltr.; Des Moines Elevator Company, eltr.
 St. Olaf, Ia.—Barnum & Stone.
 Salem, Ia.—W. T. Shriner.
 Salix, Ia.—A. Huntley, eltr.; The E. H. Smith Company, eltr.
 Sanborn, Ia.—George Hakeman & Sons, eltr., 20m.; Hunting Elevator Company, eltr., 20m.; Spencer Grain Company, eltr., 20m.

Schaller, Ia.—Crowley, Gray & Co., eltr., 20m.; M. L. Armstrong; F. G. Butler; Interstate Elevator Company, eltr., 20m.; Northern Grain Company, eltr., 15m.
 Scranton, Ia.—Kressler Bros.; Osborne & Davis; Phelps & Son.
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 Shelby, Ia.—Hancock & Hodgson.
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 Shellrock, Ia.—Bement Lumber Company; Interstate Grain Company.
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 Shenandoah, Ia.—John Auracher, eltr.; William McMahon, eltr., 5m.; Kyle & Son, eltr., 8m.; Joseph Van Buskirk, eltr., 10m.
 Sibley, Ia.—Armin & Shell; Harris Elevator Company; Peavey Elevator Company; E. Arends; Sibley Mill Company.
 Sidney, Ia.—Sidney Elevator Company.
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 Solon, Ia.—Fialla Bros.; Joseph W. Paul.
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 South English, Ia.—W. H. Smith.
 Spaulding, Ia.—E. W. Shoemaker; Edgar Welch.
 Spencer, Ia.—C. C. Bender, eltr., 15m.; P. M. Ingold, eltr., 15m.; Spencer Grain Company, eltr., 20m.; Hunting Elevator Company, eltr., 15m.
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 Stanton, Ia.—Samuel Donnell, eltr., 10m.; T. J. McCormick & Sons, eltr., 9m.
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 Stanhope, Ia.—Williams & Jackson.
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 Steamboat Rock, Ia.—D. W. Turner; H. Potgeter.
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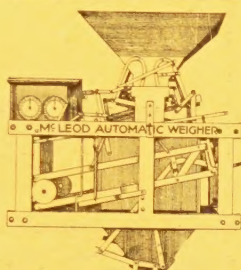
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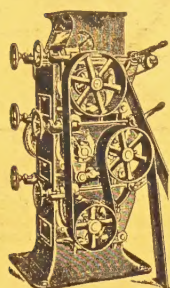
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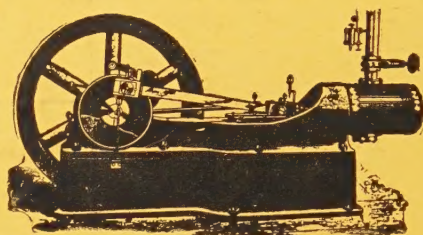
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